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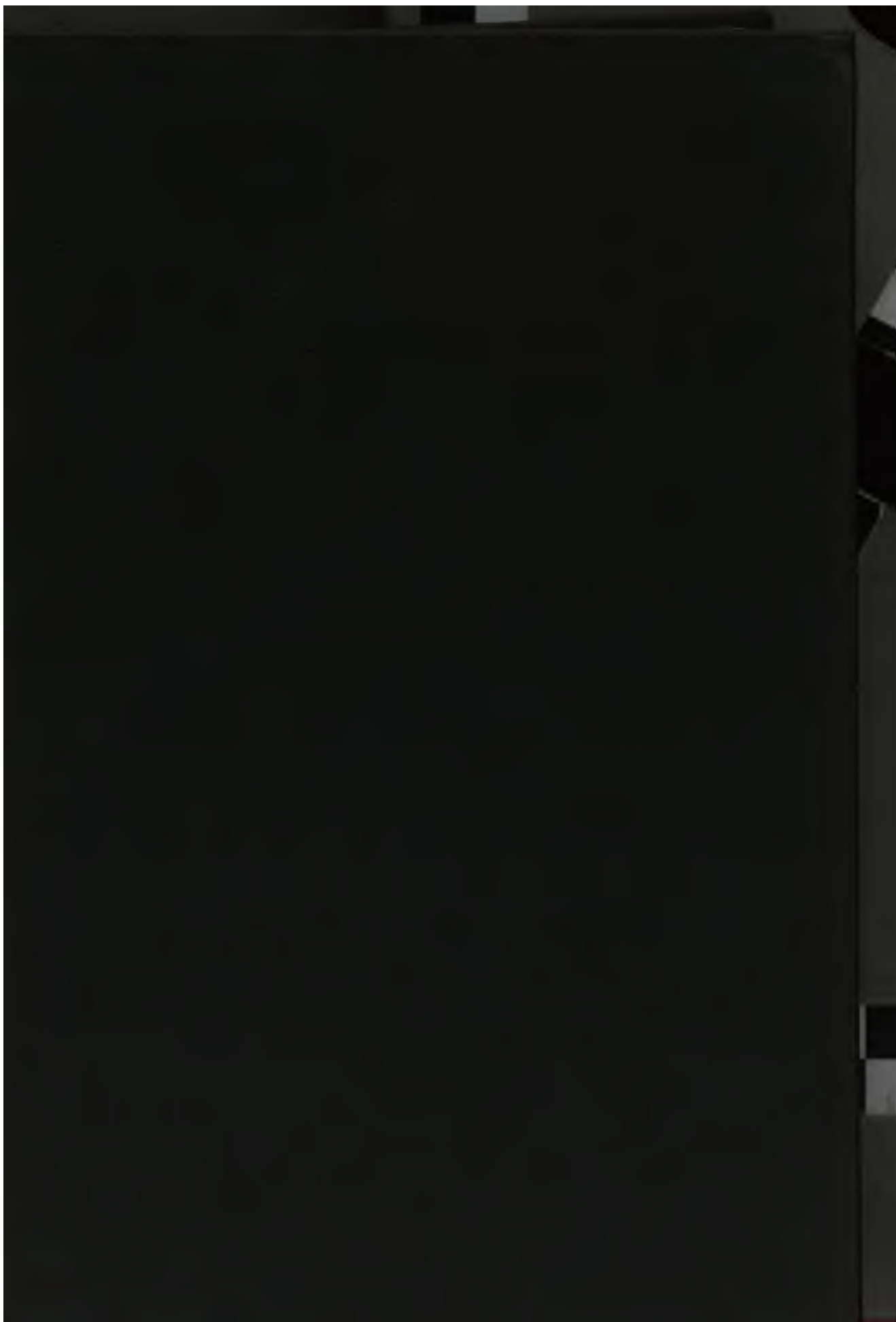
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Chicago and North Western  
Central Passenger Station  
CHICAGO.

# The Station Agent

A  
MONTHLY MAGAZINE  
devoted to the interests of  
TICKET AND FREIGHT AGENTS  
AND THE  
TRAFFIC DEPARTMENTS  
OF THE  
RAILWAY SERVICE

VOL. IX.

MARCH

NO.



## THE HOSPITAL TRUSS.



Manufacturers and  
Dealers in

## Railroad Men are Liable to Rupture.

In case of rupture a good truss is an absolute necessity. THE HOSPITAL TRUSS is so made that it will retain the most obstinate hernia without the least discomfort to the wearer. The pad is so shaped that unlike the pads common to most trusses it will not dig into the flesh, and will not spread the parts, but fits in such a way as to bring the edges of the rupture together, thus insuring perfect support. Made in all sizes for men, women and children.

If the truss you are wearing causes you any trouble whatsoever, remember that it is unnecessary discomfort. Write to us for terms and further particulars.

Show this Adv. to any of Your Friends who Wear a Truss.

**Hausmann & Dunn,**

211 and 212 E. Madison St.,

CHICAGO, ILL.

TRUSSES, CRUTCHES, ELASTIC STOCKINGS, ARTIFICIAL LIMBS.

## Of Special Interest To Railroad Men.

If you are thinking of buying a PIANO  
we would respectfully call your  
attention to the

## Matchless Shaw,

Which is causing so much comment among musicians and the Music Trade.

It is Absolutely the most perfect Piano in the World  
IN

## TONE, TOUCH AND FINISH.

We are offering special inducements to Railroad Men. ARE YOU OPEN TO  
CONVICTION? If so, write us.

**Shaw Piano Co.,** Manufacturers,  
ERIE, PENNA.

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1554 Wabash Ave., CHICAGO, ILL.

An assortment of goods sent to any part of the country C. O. D. for selection. Write for 250 page catalogue. For 10 cents will forward you one of our books and TERMS TO AGENTS. It will pay you to investigate.



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EVERYTHING IN JEWELRY LINE.

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## Artificial Limb Manufacturing Co.

No. 909 Penn Ave., Pittsburgh, Pa..

Every member of which wears an Artificial Leg. Incorporated by the State of Pennsylvania.

MANUFACTURE

Adjustable Lacing Socket Limbs.

The most comfortable and durable limb, and the nearest approach to the natural member of any invention of the age.

We are authorized to make limbs for soldiers on government orders.

Write for catalogue, which gives a full description of these legs, with numerous certificates from persons using them. When patrons cannot visit our establishment we forward blanks to take measure.

**J. W. THOMPSON,**

Sec'y and Business Man'gr.



No. 9 WEST EAGLE ST., BUFFALO, N. Y.

Established 30 Years U. S. Government Manufacturer  
ARTIFICIAL LEGS, ARMS AND APPARATUS FOR DISABILITIES AND DEFORMITIES OF EVERY DESCRIPTION.  
Highest Premium Medal International Exhibition.  
DESCRIPTIVE CATALOGUE FREE.

WHEN IN BUFFALO STOP AT THE GENESEE.

FORTY MINUTES AWAY  
FROM NIAGARA FALLS.





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(SUCCESSORS TO R. WOODMAN.)

REMOVED TO 83 OLIVER AND 37 WENDAL STREETS,  
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### In Going to

Denver, Cheyenne, Ogden, Salt Lake City, Pocatello, Butte, Helena, Spokane Falls, Portland, Tacoma, Seattle, Sacramento, San Francisco, Los Angeles or any other Western City take the

### UNION PACIFIC,

"The Overland Route."

Pullman Palace Sleepers, Pullman Colonist Sleepers, Pullman Dining Cars, Free Reclining Chair Cars.

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To the Pacific Coast. Fast time. Union Depots. For time tables, land pamphlets, etc., Address,

E. L. LOMAX, General Passenger Agt., Union Pacific R'y,  
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### Remember . . .

Your Patrons Will be

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**WORLD'S FAIR**

via the

### Grand Trunk R'y,

The Great St. Clair Tunnel,  
Niagara Falls and Suspension Bridge,  
Victoria Bridge,

Chicago, Detroit, Buffalo,  
Toronto, Montreal, Quebec,  
Portland, Me.,

Are all Reached Directly by this Great System.

## The . . . Boston & Maine Railroad

Is the great Tourist Route to all the principal fishing, hunting and summer resorts of Eastern and Northern New England, Canada and the Provinces — reaching as it does Lake Winnepesaukee, Sunapee, Champlain, Memphremagog, St. John, Rangeley and Moosehead. The Adirondack, White Mountains and Green Mountain regions.

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FREE OF CHARGE.

"All Along Shore," devoted to seashore resorts, beaches and islands of Northern New England, 148 pages, 60 illustrations, maps, etc.

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"Lakes and Streams," descriptive of the famous lakes and fishing streams of Maine, New Hampshire and Vermont, with Lakes Memphremagog, Champlain, St. John, etc., 96 pages, 64 illustrations, maps, etc.

The above illustrated descriptive books will be sent post-paid on receipt of ten cents each in stamps. A sample copy of each will be sent to ticket agents free upon application.

Address General Passenger Dep't

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Gen'l Pass. & Tkt. Agt.



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## Railroad Men are Liable to Rupture.

In case of rupture a good truss is an absolute necessity. THE HOSPITAL TRUSS is so made that it will retain the most delicate hernia without the least discomfort to the wearer. The pad is so shaped that unlike the pads common to most trusses it will not dig into the flesh, and will not spread the parts, but fits in such a way as to bring the edges of the rupture together, thus insuring perfect support. Made in all sizes for men, women and children.

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If you are thinking of buying a PIANO  
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attention to the

## Matchless Shaw,

Which is causing so much comment among musicians and the Music Trade.

It is Absolutely the most perfect Piano in the World  
IN . . . .

## TONE, TOUCH AND FINISH.

We are offering special inducements to Railroad Men. ARE YOU OPEN TO  
CONVICTION? If so, write us.

**Shaw Piano Co.,** Manufacturers,  
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EVERYTHING IN JEWELRY LINE.

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No. 909 Penn Ave., Pittsburgh, Pa.

Every member of which wears an Artificial Leg. Incorporated by the State of Pennsylvania.

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### Adjustable Lacing Socket Limbs.

The most comfortable and durable limb, and the nearest approach to the natural member of any invention of the age.

We are authorized to make limbs for soldiers on government orders.

Write for catalogue, which gives a full description of these legs, with numerous certificates from persons using them. When patrons cannot visit our establishment we forward blanks to take measure.

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ARTIFICIAL LEGS, ARMS AND APPARATUS FOR DISABILITIES AND DEFORMITIES OF EVERY DESCRIPTION.

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Portland, Tacoma, Seattle,  
Sacramento, San Francisco,  
Los Angeles or any other  
Western City take the

**UNION PACIFIC,**

"The Overland Route."

Pullman Palace Sleepers, Pullman Colonist  
Sleepers, Pullman Dining Cars, Free  
Reclining Chair Cars.

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To the Pacific Coast. Fast time. Union Depots.  
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**Remember . . .**

Your Patrons Will be

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The Great St. Clair Tunnel,  
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Are all Reached Directly by this Great System.

# The . . . Boston & Maine Railroad

Is the great Tourist Route to all the principal fishing, hunting and summer resorts of Eastern and Northern New England, Canada and the Provinces — reaching as it does Lake Winnepesaukee, Sunapee, Champlain, Memphremagog, St. John, Rangeley and Moosehead. The Adirondack, White Mountains and Green Mountain regions.

Mt. Desert, St. Andrews and all beach and coast resorts. Montreal, Quebec, St. John and Halifax and hundreds of other charming pleasure resorts. Fast through trains with parlor and sleeping cars to all principal points.

## Books of Travel

EXCURSION BOOK, COVERING THE ENTIRE BOSTON & MAINE SYSTEM AND CONNECTIONS;  
CONTAINING LIST OF ROUTES, RATES,  
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SENT TO ALL APPLICANTS  
FREE OF CHARGE.

"All Along Shore," devoted to seashore resorts, beaches and islands of Northern New England, 148 pages, 60 illustrations, maps, etc.

"Among the Mountains," covering the White Mountains, Kearsargh, Modunodnock, Wechusett and Holyoke, Green Mountains, etc., 128 pages, 40 illustrations, maps, etc.

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Gen'l Pa





# "Cincinnati & Florida Limited"

VIA QUEEN & CRESCENT.

EAST TENN. VA. & GA., SAV. FLA. & WESTERN  
and J. St A. & I. R. Rys.,

## SOLID VESTIBULE SERVICE ::

TIME CARD IN EFFECT FEB. 5TH, 1893.

		LIMITED. No. 11.	No. 15.	No. 13.
Leave Cincinnati	<i>Queen and Crescent</i>	8:31 a. m.	8:02 p. m.	
Arrive Chattanooga	" "	7:30 p. m.	8:00 a. m.	
Leave Louisville	<i>Louisville Southern</i>	7:55 a. m.	4:00 p. m.	
Arrive Chattanooga	<i>Queen &amp; Crescent</i>	7:30 p. m.	8:00 a. m.	
Leave Chattanooga	<i>E. T. V. &amp; G. Ry.</i>	7:50 p. m.	8:15 a. m.	12:50 p. m.
Arrive Dalton	" " " " " "	9:07 p. m.	9:30 a. m.	2:28 p. m.
Arrive Rome	" " " " " "	10:15 p. m.	11:02 a. m.	3:50 p. m.
Arrive Atlanta	" " " " " " (Union Depot)	12:55 a. m.	2:15 p. m.	6:40 p. m.
Leave Atlanta	" " " " " "	1:05 a. m.	7:00 p. m.	7:00 p. m.
Arrive Macon	" " " " " "	4:00 a. m.	10:00 p. m.	10:00 p. m.
Leave Macon	" " " " " "	4:05 a. m.	10:05 p. m.	10:05 p. m.
Arrive Jesup	" " " " " "	8:45 a. m.	3:20 a. m.	3:20 a. m.
Leave Jesup	<i>S. F. &amp; W. Ry.</i>	8:50 a. m.	3:30 a. m.	3:30 a. m.
Arrive Jacksonville	" " " " " "	12:20 noon	7:55 a. m.	7:55 a. m.
Leave Jacksonville	<i>J. St Aug. &amp; I. R. Ry.</i>	12:40 p. m.	9:20 a. m.	9:20 a. m.
Arrive St Augustine	" " " " " "	1:50 p. m.	10:25 a. m.	10:25 a. m.

No. 11 is the celebrated "Cincinnati & Florida Limited". Solid train consisting of Pullman's Drawing-room, Sleeping-cars and Day-coaches all Vestibuled, Cincinnati to St. Augustine without a change, also carries Sleepers, Louisville to Titusville.

No. 15 Pullman-car, Cincinnati to Jacksonville.

No. 13, Solid train, Chattanooga to Jacksonville, Pullman-cars, Chattanooga to Brunswick and Atlanta to Savannah and Jacksonville. B. W. WRENN, Gen. Pass. & Ticket Agent, Knoxville, Tenn.

# Mexican Central Railway.

THE ONLY STANDARD GAUGE ROAD EXTENDING FROM THE  
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Pullman Drawing Room Sleeping Cars on all  
Through Trains between

## ST. LOUIS AND THE CITY OF MEXICO

Passing en-route all of the PRINCIPAL CITIES in the REPUBLIC, making direct connection  
between Boston, New York, Philadelphia, Washington, Baltimore, Pittsburgh, Buffalo,  
Cleveland, Detroit, Chicago, St. Paul, Minneapolis, Cincinnati, Louisville,  
New Orleans, Kansas City and intermediate points, and the

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(The Tourists' Paradise.)

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C. E. MINER,  
Gen'l Trav. Ag't, 105 N. Broadway,  
St. Louis, Mo.

A. C. MICHAELIS,  
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City of Mexico.

E. W. JACKSON, Gen'l M'gr, City of Mexico.



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# GREAT ROCK ISLAND ROUTE

**VERY** important changes have recently been made in round trip California tickets.

We are prepared to offer extraordinary inducements and facilities to intending travelers which cannot help but be to their advantage. For full particulars address

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#### IMPROVED TRAIN SERVICE.

Through trains equipped with

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Made with diverging lines at Buffalo, Chicago and intermediate junction points.

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Baggage Checked to Destination. Special Rates for Parties.

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For rates and other information see Nickel Plate agents, or address

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#### "Cleveland & Pittsburg Short Line."

Best, Shortest, Quickest and most Picture Route via Pittsburg, to Washington, Baltimore, Cumberland and all points in the South East.

**20** Twenty miles shortest line between Cleveland and Pittsburg.

**P**erhaps you ne'er have traveled yet,  
& know not best what things to see;  
**L**ist then to me—your friend well met.  
**E**'er now you start—Go P. & L. E.

When you travel be sure and ask for tickets by this, the People's Favorite Line.

**G. M. BEACH,**

Gen'l Supt.



NEW ROUTE  
NEW TRAIN  
ELEGANT  
EQUIPMENT



# CHICAGO TO ST. LOUIS THE DIAMOND SPECIAL SOLID TRAIN HAVING NO SUPERIOR

In Comfort and Elegance.

LEAVES CHICAGO DAILY AT

9:00 P. M.

(Schedule in effect Jan. 5, 1893.)

AND RUNS TO

**ST. LOUIS**

WITHOUT CHANGE OR WAITS OF ANY KIND.

Ticket Agents, remember "The Diamond Special."

J. T. HARRAHAN, Second Vice-President. T. J. HUDSON, Traffic Manager.

M. C. MARKHAM, Ass't Traffic Manager. A. H. HANSON, Gen'l Passenger Agent.

CHICAGO, ILL.

## A Pullman Vestibule Train

Lighted by Gas Throughout and having New Equipment. Built expressly for this service and consisting of

Pullman Compartment Buffet Sleeping Car  
And Drawing Room Sleeping Car.  
Reclining Chair Cars And  
Compartment Coach and Smoker.



## Cleveland, Canton & Southern R. R.

City Ticket Office 141 Superior St.

STATION: ONTARIO ST., OPPOSITE HURON ST.

	Arrive.	Depart.
Canton, Coshocton, Zanesville.....	12 00 AM	7 00 AM
Canton, Coshocton, Zanesville.....	6 30 PM	3 00 PM
Canton-Kent.....	9 35 AM	6 05 PM
Kent.....	8 10 AM	5 45 AM

Suburban trains for Newburg and Bedford leave 6:05, 7:00, 8:55, 11:10 A. M., 1:30, 3:05, 4:55, 7:45, 9:05 P. M. Arrive 6:00, 7:10, 8:10, 9:35, 10:00 A. M., 12:00 M., 1:05, 4:10, 6:30 P. M. Chagrin Falls—trains leave: 6:05, 8:55, 11:10 A. M., 1:30, 4:55 P. M. Sunday only; 5:45 P. M. Arrive 6:00, 7:10, 10:00 A. M., 1:05, 4:10 P. M. Sunday only; 5:10 A. M. Theater train for Chagrin Falls and way stations Monday, Wednesday and Saturday leaves 10:55 P. M.

Trains marked \*daily. All others daily except Sunday.

## Valley Railway.

Depot Foot of South Water Street.

City Office, 218 Bank Street.

	Arrive.	Depart.
Akron & Canton.....	*6 45 PM	*7 15 AM
Akron, Canton & Valley Jt.....	*10 30 AM	*3 15 PM
Valley Jt. & Way Stations.....	*6 45 PM	*7 15 AM
Akron, Canton & Chicago.....	*8 10 AM	*8 20 PM
Wooster.....	*2 40 PM	*6 30 PM
Akron, Canton & Marietta.....	*2 40 PM	*11 00 AM
Akron, Canton & Cambridge.....	*6 45 PM	*3 15 PM
Wheeling, Washington, D. C., and Baltimore.....	*2 40 PM	*3 15 PM
Steubenville & Wheeling.....	*10 30 AM	*11 00 AM
	*2 40 PM	*3 15 PM

\*Daily. †Daily except Sunday. Pullman Empire style Drawing-room sleeping cars between Cleveland and Chicago.



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BY TICKETING THEM VIA

# Pennsylvania Lines,

WEST OF PITTSBURGH. THE ADVANTAGES THESE LINES

offer for an expeditious journey are excellent. The territory covered by them is the most populous in the Union. Forty-four counties in Ohio, forty counties in Indiana, and the entire number of counties constituting Western Pennsylvania, also a good portion of Illinois, are traversed by these popular thoroughfares, which form principal lines in the chain of direct transit between eleven states, viz.: New York, New Jersey, Delaware, Maryland, Pennsylvania, Ohio, Indiana, Illinois, West Virginia, Kentucky, Missouri, as well as the District of Columbia, the seat of the Nation's government.

**PASSENGERS ARE PLEASED** by the First-Class Service, which includes Pullman Vestibule Dining, Sleeping and Parlor Cars of the latest design, and Modern Day Coaches. Vestibule trains over the Pennsylvania Lines run between Chicago and New York and between St. Louis and New York without change. Five through trains leave Chicago daily for the East and a similar service is in effect from East to West. Between Chicago and Louisville and Cincinnati there is a double daily train service both ways, and to Pittsburgh, Cleveland, Toledo, Erie, Columbus, Indianapolis, Ft. Wayne, Dayton, Springfield, Wheeling, and intermediate points, the service is all that can be desired. Detailed information will be cheerfully and promptly furnished, upon application, by either of the following representatives:

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Chief Assistant General Passenger Agent, Pittsburgh, Pa.

IN 1893

All roads lead to Chicago.

THE CHICAGO, MILWAUKEE & ST. PAUL R'Y  
..... LEADS THE VAN .....

EXCURSION RATES TO  
THE WORLD'S FAIR.

Ticket Agents are requested to urge Excursionists to  
make the trip early in the month of May.

GEO. H. HEAFFORD, Gen'l Pass. Agent, Chicago, Ill.

CLEVELAND, CINCINNATI,  
CHICAGO & ST. LOUIS,

## Big Four Route

Short and Direct Through Car Line between  
Chicago, Indianapolis and Cincinnati.

Private Compartment Buffet Sleeping Cars, Standard Wagner Palace Sleeping Cars and Elegant Reclining Chair Cars on Night Trains. Luxurious Parlor and Cafe Cars on Day Trains.

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Is the finest train in America, and provides the best and quickest service ever offered between the east and the west, landing passengers in the heart of New York City without ferry transfer.

Elegant through sleeping cars to Boston are also run over this system.

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All through trains are vestibuled and equipped with an elegant dining car service.

Be sure your ticket reads via the BIG FOUR ROUTE.

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CINCINNATI, OHIO.

**D. B. MARTIN,**

Gen. Pass. Agent.



"Connecting Cleveland and Buffalo While You Sleep."



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AGENTS:

We beg to advise you that on the first day of May, this Company will place in commission exclusively between Cleveland and Buffalo the magnificent side-wheel steel steamers "State of Ohio" and "State of New York" on the following daily time table (Sunday included):

Leave Cleveland 7:15 p. m., arrive Buffalo 7:30 a. m. Leave Buffalo 7:00 p. m., arrive Cleveland 7:15 a. m. Making connections at both cities with all railroad and steamboat lines.

Commercial travelers and tourists enroute East or West will appreciate this arrangement, as it affords the means of enjoying a quiet and refreshing night's rest after a tedious rail journey.

The steamers are unsurpassed by any on the Great Lakes and are provided with every modern appliance for safety, speed and comfort. The highest standard of excellency will be maintained in every branch of the service.

Through tickets via "C. & B. Line" will be placed on sale at all offices, and we will appreciate any efforts in our behalf.

Yours respectfully,

H. R. ROGERS, General Passenger Agent.

P. S. For full announcement see next issue "Station Agent"

## Are You Going to The Fair?

A Few Pointers for Agents and Their Friends.

Arrange Your Plans in Advance.

Rooms in Private Residences Preferred.

Don't go to Crowded Hotels.

Be as Near the Grounds as Possible.

Deal Only with Responsible Parties.

Deal with "The Station Agent" Bureau.

**OUR ANNOUNCEMENT.**—We take it for granted that nearly every reader of THE STATION AGENT will visit Chicago and the Great Exposition. The question of arranging for accommodations there is the one most to be considered. In order to properly care for our patrons among the agents of the country, as well as for their friends, we have established in Chicago

### The Station Agent Locating Bureau.

#### ITS OBJECTS ARE:

1. To establish a central headquarters for agents and their friends visiting the World's Fair.
2. To provide desirable accommodations at reasonable rates and conveniently located to direct car lines to the WORLD'S FAIR GROUNDS.
3. To furnish the necessary information to visiting railroad men from a reliable source.
4. To look after mail, telegrams, packages and other important personal matters for our patrons.
5. To make every visiting agent, or his friends whom he may introduce, feel that he is among friends instead of strangers.
6. In a general way to provide a means for all our patrons to avoid the unpleasant features of a trip which they want to make, but which they have good reasons to dread.
7. To contract for desirable rooms and board at the most advantageous rates possible, protecting our

patrons from extortion of all kinds, and giving them the advantages in the way of locations that a stranger could not obtain. Also the advantages of securing their accommodations by correspondence and knowing before they leave home where they are going to stop and how much it is to cost.

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The Bureau will be under the management and control of Messrs. Lockwood & Wright, with Mr. Lockwood as resident manager. Mr. H. A. Lockwood was for years joint ticket agent of the L. S. & M. S., C. C. & St. L., and L. E. & W. Rys., at Sandusky, Ohio. Mr. R. W. Wright is editor and manager of THE STATION AGENT, and Grand Secretary of the Railway Agents' Association of North America.

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# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.*

VOL. IX

MARCH, 1893.

227348

No. 1.

## RAILWAY EMPLOYERS AND EMPLOYEES.

**T**HE *Railway Age*, always a leader in railroad journalistic enterprise, is publishing a series of valuable articles from the pens of prominent railroad men. They will form a comprehensive and instructive library in themselves, and ought to be read by every man interested in the service. In a recent issue appeared an article written by Mr. O. D. Ashley, president of the Wabash Railway, on the subject of "Railway Employees." It should command the careful attention of every reader of THE STATION AGENT. We give it in full below:

### RAILWAY EMPLOYEES.

In questions of social economy which treat of the relations of capital and labor and of employers and employees, the most attractive theory perhaps is that which contemplates some method of co-operation between the two interests which will admit of a more equal distribution of the profits of labor which capital concentrates, directs and utilizes. Intelligent humanity looks upon the unequal distribution of wealth, which gives to half of the human race ease and comfort while the other half lives only by incessant toil or suffers in poverty, as an evil which should be corrected by any just process. Any movement, therefore, which supports this general proposition of improving the condition of the working classes by introducing methods of enabling labor to participate more actively and more liberally in the net profits of its production or of the result of its employment, meets with widespread sympathy and encouragement. Unhappily this beneficent policy, which is the legitimate outcome of liberty and popular government, has brought to the surface a large number of hot-headed and narrow-minded zealots who aspire to leadership, and whose baneful counsels have done much to retard the growth of practical measures to promote the great object in view.

In the grand scheme of elevating humanity to universal brotherhood, peaceful agencies and lawful methods must prevail, or the movement will degenerate into a disgraceful contest which must utterly fail to accomplish its purpose. Men who are heartily in favor of a

gradual and healthy change in the condition of the working classes will never submit to dictation nor be ruled by the tyranny of a mob, and even if by force of numbers they should be temporarily overcome, the triumph would be barren of advantages to the victors and of short duration. The principles of popular government hold sacred the equality of rights in man, and whatever may be his condition, he can claim and is entitled to equal protection to life and property. These principles are fundamental and indispensable in the structure of this republic, standing like massive columns to support the beautiful temple of freedom. If these principles are invaded the social compact is broken, and the government will be in danger of destruction.

Philanthropic schemes which depend upon the voluntary aid of the people for their success are not to be forced through at the point of the bayonet nor by the unjust and oppressive acts of a numerical majority. The very sentiment which promotes them is cultivated and developed by teaching the doctrine of goodwill toward men, which finds its great exponent in the founder of Christianity. When therefore we seek to create something like a revolution in the social status upon the theory of reciprocal advantages, a theory which calls for concession from one part of the community to carry out plans for the benefit of the other, it is an education which we are undertaking. This requires time, and the progress must necessarily be gradual; but this is the only way by which the change can be effected, and so long as improvement is being made in the right direction, it should be satisfactory to its advocates and to those who are to be beneficiaries under the new policy.

Many attempts have been made both in Europe and in this country to introduce the co-operative principle; sometimes in the establishment of stores to supply working men at a small advance on the cost of goods—just enough to pay operating expenses—and sometimes in the combination of operatives as proprietors in manufactories; these latter giving to the workmen not only regular wages but a share in any profits which may be



ized. These crude efforts have not been successful enough, except upon a small scale, to command the approval and support of the working classes, partly in consequence of unskillful methods and partly because the full responsibility of those who participate in profit sharing can never be enforced. The workmen who enter into such combinations have but one object in view, namely: that of increasing the amount of their own compensation. If they can buy supplies for the household at a lower price than at other establishments they are glad to trade at co-operative stores; but if they find that such stores cannot compete with the gigantic concerns of the Bon Marche order, which have been rapidly multiplying in the large cities, the co-operative stores will be and have been deserted, to become complete failures. And if manufacturing on the profit sharing plan pays no dividends, or if in bad years losses instead of profits burden the enterprise, they are not only dissatisfied, but naturally quite unwilling to contribute either from their savings or in reduced wages to recruit the financial strength wasted by the concern in dull times and falling markets. In short, the working classes, while perfectly willing to accept possible profits, are in no condition to take possible risks or to pay possible losses. Hence profit sharing as an experiment has not been as yet a success, nor is it likely to be until the radical difficulties just outlined have been overcome.

But while the result of these experiments has not been equal to the expectations of the projectors, it does not follow that the underlying principle of co-operation is a failure. It simply proves that it has not been applied in a practical way. It proves conclusively that mental and physical labor must be combined in conducting business undertakings, and that where the one strives to act independently of the other it must fail from sheer inability to compete with the combined forces of both. To illustrate this point clearly, let us suppose the organization of a manufacturing company upon the co-operative plan, the workmen possessing the requisite skill in the manual labor department proposing to unite in the purchase of the necessary plant and in providing sufficient working capital to conduct the concern, and thus becoming proprietors in order to share in the profits of the enterprise over and above the wages they receive. It will be found, doubtless, at the start, that in order to stand any chance of success they must secure the services of a competent and experienced manager to conduct all departments of business not included in the process of manufacturing,

such as the purchase of raw materials, the sale of the manufactured articles, and the financial arrangements. This calls for a high order of talent, which can only be secured by the payment of a large salary, and it implies also the employment of skilled accountants and trustworthy agents outside of the manufactory. If this view is adopted the working force concedes at once the necessity of enlisting the assistance of something beyond mechanical skill, and complete independence cannot be claimed. If, on the other hand, the conclusion is that the necessary talent to manage matters outside of the mechanical department can be found among the operatives themselves, they must take from the skill which is important in the working department to provide the talent required in the management, and at great risk to the enterprise. In the latter case the chances of success are very slight, and in either case they are unfavorable in a competition with well equipped and well managed establishments. It is practicable to build an ocean steamship and to equip it with a good crew, but the officers to navigate the ship and the engineers to work its machinery are indispensable, and unless they are provided the ship is not in a condition to brave the perils of the sea.

It seems obvious that in order to prosecute any important enterprise successfully it is absolutely necessary to unite business talent and experience to mechanical skill; the experiments prove it, and common sense confirms this conclusion. In order to promote the end in view there must be not only a general and hearty assent to the proposition to elevate the working classes in the social scale and to give them a better chance of profit in successful undertakings, but there must be an equivalent secured from the working classes in faithful and continuous service to compensate for benefits yielded. Antagonism between capital and labor or between business capacity and mechanical skill will always be fatal to the desired improvement. The proposition is to elevate the industrial classes so far as this can be accomplished by the adoption of just and voluntary measures, but under no circumstances or conditions to drag other classes down. Instead then of banding themselves together in hostile attitudes and seeking to force concessions on the part of employers without regard to their ability to grant the terms demanded, it would appear to be much more reasonable to offer a quid pro quo in more valuable service to the performance of which they should be invited.



To illustrate this proposition, let us take railway service and consider suggestions in the line of improvement which might be mutually beneficial to the proprietary interest and its employees.

The magnitude of this system of transportation, the great number of its employees and the variety of their occupations all point to this interest as exceptionally conditioned for the trial of experiments based upon the idea of co-operation between employers and employed. The direct employees of a railway company constitute a body of men of more than average intelligence, embracing mechanical engineers and firemen, conductors and trainmen, signal men, telegraph operators, switchmen and section men, together with skilled workmen in the shops, and others in the operating department, besides a large number of clerks in the auditor's office, commercial agents, ticket agents and others, forming an army of operators organized and disciplined in their several departments with scrupulous care and working with undeviating regularity. The nature of the service calls for intelligence, courage and skill, especially from those who have charge of the movement of trains, whether as engineers, conductors, train dispatchers or signal men, and as a rule they are well paid, as men should be who are worthy of being entrusted with the safety of trains which carry more than one and a half millions of passengers daily. And although accidents will happen, even when great care is exercised, sometimes coming in succession, as if an epidemic of disaster prevailed, it is yet creditable to railway management in this country that so many millions are carried such vast distances day and night with so small a percentage of loss of life. In time, when railways arrive at greater physical perfection, this percentage will be still further reduced, but this desirable condition cannot be secured until railway companies receive more liberal treatment from the people. Taken as they are, however, they can be made to illustrate the plan contemplated in this paper, and as it is claimed that its adoption would add greatly to the efficiency of the service and lead to economy in operating expenses, three parties would be gainers by its practical success, the people, the operatives and the railway companies.

The first step in this ideal railway management is to proclaim a policy of promotion from the ranks of the employees of the company according to ability and meritorious service. It should be understood that in all cases when vacancies occur in positions, such as the heads of departments or their assistants, men in the

employ of the company will always have the preference in new appointments. Generally it will be found that men well qualified to fill any of the higher grades of service have been gradually acquiring the requisite knowledge for more important and more responsible duties, and as it is in practice and experience in an operating department with which they are familiar that this knowledge has been gained, it is all the more trustworthy. Occasionally it may happen that positions calling for unusual capacity and skill cannot be filled satisfactorily from existing materials in the operating department, and in such cases an outside selection must be made; but a very large portion of the offices can be filled from those in charge of the road unless the operating force has been badly selected in the first place. The result of such a policy wherever it has been tried is gratifying enough to justify the confidence of railway managers in its beneficial influence. It awakens ambition in the men, inspires them with hope and stimulates them to an honorable competition. Men who feel that good work is appreciated and that they have a fair chance of rising in their occupations to higher grades in the service and to larger compensation will work with much greater zeal, energy and heart.

The next step in the administration of our ideal railway is to establish a well-constructed system of life insurance and pensions. To carry this into effect requires the accumulation of sufficient capital at the start to become at least partly operative, but it is an all-important policy in the scheme of improvement. Life insurance is now in force on the lines of the Pennsylvania company, and perhaps to a limited extent on other lines; but to answer the purposes of the scheme outlined in this paper it should be conducted upon entirely different principles from those which govern ordinary life insurance and should embrace accidents and pensions within its provisions. The fund itself should be entirely provided by yearly contributions from the earnings of the railway, because the company should regulate the distribution in such a way as to offer strong inducements to employees to secure the benefits of the fund by long and faithful service and to make them feel that their true interests will be served by adhering loyally and steadfastly to the corporation which guarantees under such conditions a substantial reward. As the railway company would thus reserve a fund which could be made more and more liberal to its beneficiaries as it grew in amount, it would be perfectly just and quite essential to the success of the scheme to graduate the gratuity



in case of death to length of service and character of employment, and in case of pensions according to the character of the accident or the cause of disability or the nature of the claim for pension; and as mutual obligations would be contracted between the parties when employees entered service, both the payment of pensions and life insurance money being voluntary on the part of the company, it would be proper to require strict fulfillment of the conditions stipulated at the outset by the company in order to establish an equitable claim upon the fund. One of the indispensable conditions as to payment of specific sums to the family of the deceased employee should be a certain length of service, suggestively fixed at five years, in order to entitle employees to the benefit of the fund, and an increase in the amount for every additional five years until a certain maximum should be attained. Suppose by the way of illustration that the railway company begins with a contribution of \$50,000 or \$100,000 in 1893 and is able to add to the fund yearly, so that in 1898 it would with interest accretions in the one case amount to about \$300,000 and the other \$600,000; this would in either case constitute a solid and trustworthy capital upon which to commence operations. Then it might be provided that the sum of \$1,000 should be paid to the family of any deceased employee who had performed faithful service during that period. At the end of ten years it might be increased to \$2,000, at the end of fifteen years to \$3,000, and so on until the maximum should be reached. In regard to pensions in cases of accident and disability, a different arrangement would probably be necessary, according to the circumstances which must govern in such cases; but there would be no difficulty in making mutually satisfactory stipulations. It is not intended in this paper to prescribe details. These would necessarily require careful consideration; but the outlines here given will convey to the reader a tolerably correct idea of the propositions.

Hospital service is already in practical operation on many of the western lines, with excellent results, and this would be of course continued in the administration of the ideal railway under consideration.

Other measures in the same direction as those already sketched will readily occur to thoughtful men who take an interest in the subject, but it would be a mistake to undertake more than would appear practicable in the experimental stages of a plan of improvement as to the merits of which many may be skeptical. It would be desirable perhaps to

assist employees in locating permanent homes upon the lines of the road, but this project would involve the use of additional funds, and should not be considered until the other experiments have been thoroughly tried.

The strength of the argument which supports the measures outlined in this paper lies in the principle of reciprocity. This calls for faithful and continuous service in return for fair treatment and liberal prospective advantages. It says to the employee: Our obligations are mutual; perform your part well and the company will recognize and reward such service. We consider your interests and those of the proprietors identical, in many respects, and if by superior and continuous service you will aid in producing satisfactory results, we believe you are entitled to the benefits which your good work assists in securing.

If the theory upon which the suggested improvement rests is well founded it will unite the working forces of a railway in an earnest and hearty support of its administration. It will call forth the best qualities of the men, stimulate zeal and activity, induce greater watchfulness and care and render the entire body of employees more efficient, more loyal and more steadfast. Men under such conditions are, in a comparative sense, working for themselves and their families and would consequently be stimulated to the highest exertions of which they may be capable.

Railway service thus organized ought to be the best and therefore the most economical of any in the world. Antagonism between a corporation and its employees would disappear and strikes would become impossible.

Such are the advantages which the ideal railway management advocated by this paper is intended to secure. It calls for no concession on either side which will not be fully returned with interest, and at the same time it embraces a scheme of improving the condition of the working classes in harmony with justice.

There is but one thing which renders this scheme impracticable at the present time, and that is in the well-known fact that railway companies, to a large extent, are poverty stricken by the low rates which they are now obliged to accept for the transportation of freight. This is the great overwhelming obstacle to railway progress. It limits their improvement in physical condition and renders them powerless to assist in any plans for the benefit of their employees which call for the expenditure of capital, no matter how desirable they may be. It is possible that a few



companies in the east could initiate movements of the character indicated; but the great majority of railway lines west and south will be utterly unable to undertake such measures until they can secure a fair compensation for the services they render.

Is it not lamentable, is it not almost a national misfortune, that great public works should be thus prevented from undertaking measures to benefit their employees and from making improvements in the physical condition of their properties commensurate with the rapid development of the business of the country?

Is there no remedy for such an unfortunate state of things? Or must we conclude that nearly a million of men in the employ of our railway companies must abandon the hope of such incalculable advantages as would be secured to them by the adoption of the mutual benefit scheme sketched in this article? If any method can be devised to stop rate cutting by railway lines and a moderate advance can be established in freight tariffs, the remedy will be at hand, but so long as the railways are engaged in mutual throat-cutting competition, and so long as legislation in congress and in the states seeks to oppress and cripple railway companies by stringent laws which serve no useful purpose and take from railway managers the power of correcting the evils of excessive competition, there can be no substantial improvement in the situation. The railway companies are partly responsible for this deplorable state of things in declining or neglecting to act together; but the people through their representatives in congress and in state legislatures must be held accountable for laws which not only inflict a great wrong upon owners of railway property but which effectually stop any movement for the benefit of a very large and meritorious body of working men.

It may be urged in opposition to the suggestions in this paper, that railway companies will never unite upon a scheme which calls for a contribution from their profits to better the condition of their employees; but if the theory is correct upon which the propositions are based, no concerted action is necessary. The experiment of a single railway company will settle the question definitely. The contention here is that a railway operated under the conditions stated will so far excel all others in the superiority of its work and in the economy of its operation that every line in the United States will be forced to adopt the same methods, to protect their own interests. The difference in favor of service performed by men

who are working for themselves and that of men who go through a daily routine in a perfunctory way, taking no interest in the enterprise which employs them beyond the regular receipt of their wages, is well known. It is the operation of a natural law which governs humanity; a trait of selfishness it may be in one sense, but in another a proper and generous instinct which prompts men to protect and cherish the beings who are most dear to them and largely dependent upon them. At all events experience teaches us that man works best when he works for himself, and it is a fair and reasonable conclusion that a railway operated by men whose heads and hearts are bound to it, not only by self-interest but by a loyal sentiment which the generous consideration of the employing company toward its employees must inspire, will show much better and more economical work. The naked proposition to a railway company to pay out \$50,000 or \$100,000 annually for the benefit of its employees, who are liberally paid already, would meet with instant rejection, but if it is a plan for increasing the efficiency of railway service as well as to provide a just recompense for such service, the question presents itself in an entirely different light. The experiment once thoroughly and successfully tried would draw every railway company in the country into similar arrangements by the attraction of its superior service, its economy and its generally progressive features.

Taking a calm and impartial view of the drift of popular opinion, estimating at their real value the fallacious and sometimes atrocious theories and doctrines advocated by extreme socialists, should we not consider seriously the question of meeting these social problems intelligently and practically? Inhabitants of a country where popular government reigns, wherein man is born free and equal to become as unequal as he can, should we not try to demonstrate that man by strict observance of the fundamental principles of our republican institutions can, by his own exertions, acquire the highest positions and the highest honors, and thus holding out generous encouragement to the industrious and the deserving and doing all we can to start men in the race of life, handicapped only by the deficiencies of nature, shall we not uproot and destroy the poisonous weeds which so-called anarchists, nihilists and communists are constantly planting in a soil to which they are not indigenous?

If the image of liberty holds her torch on high in the harbor of our principal seaport to enlighten the world, will it not be a graceful



passes the next block the current from the weak battery resumes its course through the electro-magnet, the circuit from the second battery is closed, and the "all right" signal is set again.

It will be seen that this system is perfect so long as the two electric currents remain in good working order and the compressed air mechanism is not disarranged. The chief difficulty lies with the electric current from the weak battery which passes through the rails. In wet weather the ties become soaked with water, and wet wood is an excellent conductor of electricity. This difficulty is overcome by making this primary current very weak. Steel is the best possible conductor of electricity, and the rails are very large. So with a very weak current the tendency to short circuit through the wet ties is reduced to the minimum. Experiments on the Pittsburgh division have resulted in the finding of a current of just the degree of strength to resist this temptation to short circuit, and still affect the electro-magnet. A much stronger current is necessary to work the mechanism of the pneumatic apparatus, otherwise the rails could be connected directly with it.

By another device, the details of which need not be explained, the next block ahead is also connected with the pneumatic apparatus so that two signals are shown at each station. A red arm stands for the block just in front, and a green arm for the block next after it. The engineer of an approaching train, if he sees both arms down, knows that the track is clear for two blocks ahead of him. If he sees the red arm down and the green arm raised, he knows that the block just ahead is clear, but that there is a train on the next block to it. He therefore reduces speed and looks out for the next signal. This is a marked improvement on the old system, which signals only the condition of the block the train is about to enter.

Another advantage of the system is that if a switch is turned or a rail broken the danger signal is set automatically, for either accident will break the continuity of the rails which carry the electric current. There is no provision for such contingencies in the old system.

#### Railroading in Australia.

AN Australian traveler, a railway official, writing of a trip in this country says: "All American cars are used, no compartment carriages, very little assistance provided, no porters as on English and American railways, no

platforms, passengers having to climb up into the carriages from the ground as best they can; this is especially rough on ladies and children at stations and termini. Passengers have to look out for themselves, and on long traveling it is very uncomfortable. The din in large yards is something abominable; every engine carries a bell which is worked by the fireman, and in a large station, when shunting operations are going on, every bell is going, and the result can be imagined, not described. They have no safety appliances such as tablet, staff, and block instruments, the traffic being controlled by telegraph messages, and if anything goes wrong with these, an almighty smash is the result. This will account for the big accidents we hear of occasionally. The sexes are not separated in the sleeping cars, but mix together." His first experience of this kind of thing was on an occasion when he had a lower berth, and found in the morning to his utter astonishment that the upper berth had been occupied by a young lady all night.

#### An Express Deal.

TEN years' lease has been secured by the United States Express Company to do business on the entire Reading and Lehigh Valley railroad system. During the past three years the United States company has transacted business over the Reading railroad by a renewed yearly contract, but now a ten years' lease has been executed, including the Lehigh Valley system, which has hitherto been occupied by the Adams Express Company. The deal, it is stated, not only takes away a large portion of the business of the Adams Express Co., but shuts it out of a number of large towns, which can only be reached by the Lehigh Valley road. These towns include Allentown, Bethlehem, Easton, Scranton, Rochester and others of importance. It is also stated that a contract has been entered into by which the United States company and the American Express Company will exchange business, such an arrangement having existed prior to January 1st, between the American and the Adams companies. Within the next ten days the United States Express expects to occupy offices in the Reading Terminal depot at Twelfth and Market streets, giving the company largely-increased facilities. It is predicted that when the express leases on the Boston and Maine and other lines controlled by the Reading shall expire, the United States company will succeed to the business.



### A New System of Baggage Checking.

A. A. GLISSON, assistant passenger and ticket agent of the Iron Mountain Route at Memphis, Tenn., is the inventor of a new system of checking baggage which attracts attention in railroad circles. In his descriptive circular Mr. Glisson speaks of the evils in the old system of checking baggage and the causes of same, and says:

"A lack of complete and effective systematizing admits of fraudulent and irregular practices on the part of the traveling public, ticket agents and baggage agents, to the detriment of a railway's revenue, as, by reason of an agent's carelessness as to weights of baggage received or forwarded. Their failures (willful or otherwise) to make proper specifications on checks or receipts which they issue, as to the number of tickets used by a passenger in checking baggage, and the impossibility as to officials being able to detect frauds or irregular practice, or to place blame against any particular person who may be at fault, etc.

"Irregular practices are employed in nearly all competitive business, and especially so

at points on railways at which coupon tickets are sold to or through competitive points on lines of road other than the lines for which selling agents are in regular service, on salary.

"For the sake of commissions, which they receive from the sale of such through tickets, such agents very frequently abuse their own and other lines by checking free of cost, all, or a portion, of any excess baggage which a passenger may possess, in order to make sales of through tickets. Thus they cause all lines in interest to lose their regular and legitimate revenue.

"Under old systems, the forces of carelessness, laziness, personal friendships and bribes, have not been overthrown, by reason of which railway lines are daily losing regular and legitimate revenue, and are not able to prevent same, or to know or ascertain extent of improper practices on their own lines.

"Under the old systems the railways are not alone suffering from the weakness, etc., of their own agents and their local passengers, but are also open and liable to losses, etc., caused or produced by all agents of all other lines with which they have occasion to do through passenger business."

PASSENGER CHECK OR RECEIPT.	
(Patented Dec. 1892.)	
Excess Weight	No. pieces checked
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Final Destination between Punch Marks.	
Ark. City	2
Ft. Smith	CLASS.
Helena	1
Little Rock	
Memphis	
Pine Bluff	
Texarkana	
Via A. & C., S. M. I. & St. L. Ry's.	
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When properly Stamped this Slip also covers Baggage bearing..... Checks numbers

Actual gross weight of Baggage covered by this Slip was.....lbs.

{ STAMP } .....Agent.  
{ HERE. } .....R. R.

INSTRUCTIONS.—Agents making delivery of Baggage covered by this Slip must weigh same, sign above Certificate and send this Slip to General Baggage Agent or General Auditor of his road as soon as delivery has been made, and stamp date of delivery hereon.  
Send Strap Checks to your General Baggage Agent promptly upon delivery of Baggage.

STRAP CHECK.	
Excess Weight	No. pieces checked
Amt. Charges Paid	Amt. Chgs. to collect
Final Destination between Punch Marks.	
Ark. City	1
Ft. Smith	CLASS.
Helena	2
Little Rock	
Memphis	
Pine Bluff	
Texarkana	
Via A. & C., S. M. I. & St. L. Ry's.	
Checked to	
Re-checked to	

Form 280 No. 130  
Issued by S. M. I. & St. L. Ry.  
PUNCH HERE.

### STRAP CHECK.

To be attached to Baggage. Read and follow instructions carefully.

Forwarding  
Baggage Agent  
Stamp Here.

Check of corresponding Form and Number also covers Baggage bearing.....Checks numbers

### DELIVERING AGENT'S CERTIFICATE.

Actual gross weight of Baggage covered by this Check was.....lbs.

{ STAMP } .....Agent.  
{ HERE. } .....Station.  
.....R. R.

Agent making delivery of Baggage at final destination point of Checks, Slips, or Tickets must send all Strap Checks to his General Baggage Agent promptly on delivery of Baggage.



The advantages claimed for the new check are:

1. One receipt or check covers all baggage which may or can be checked under one passage ticket, whether there be one or several pieces of baggage, therefore, any baggage agent or other official can, at any time, ascertain exactly the full and correct weight of any or all baggage so checked, beyond all question of doubt, and thereby be enabled to compute and collect proper excess baggage money, or to correct any errors or undercharges as to such weight.

2. Under the workings as named above, any baggage agent checking baggage cannot but lay his actions open to each agent handling such baggage.

3. In checking baggage from hotels or residences, as in cities, should a transfer company check baggage without noting or collecting for such excess baggage as might exist, then the delivering baggage agent at destination will always be in position to ascertain excess weight and collect excess charges.

4. In case of delay, straying, or loss of baggage, any agent can obtain from the passenger's receipt or check full and definite information as to the point from which originally checked, date checked, form and number of passage ticket and check or checks under which checked, name of railway issuing check or checks, names of railways over which baggage should pass en route to final destination, and also the name of the final destination of the baggage, and of the ticket under which such baggage was checked.

5. Any general baggage agent, auditor or general passenger agent can, at any time, ascertain from their records of tickets issued to agents, just what checks, and tickets to correspond, are in the hands of such agents, and, in cases of emergency, from or through such records, can verify information as to points from which baggage was checked, or from which baggage checks were issued, without the necessity of letter writing or telegraphing over their roads to get such verifications as might be necessary, and, therefore, will be in position to save both time and trouble.

6. In cases of presentation of claims from passengers for loss, delays, or damages to baggage—where such passengers have in their passage used second-hand or scalped tickets, of contract or non-transferable character—the railway companies, in settlement of such cases, can ascertain just what ticket was used by such passenger, and will be in position to make such passenger pay regular fare for the passage which he or they may have obtained under such illegitimate ticket or tickets. Thus it will be seen that the railway companies will be in a position to at least compromise such claims.

7. In case a passenger loses his or her railway ticket, and such ticket be of a special, contract, or non-transferable character, then, under this system, through possession of baggage check of same form and number as the lost ticket, such ticket can be "bulletined" in the interest of the rightful passenger as well as of the railway company.

8. Inasmuch as the routing of all tickets and corresponding baggage checks is always

printed on the checks before same are issued to passenger, and, inasmuch as the final destinations of such tickets and baggage checks is also printed thereon, the forwarding baggage agents are saved the time and trouble of writing same on the checks when they stamp them to make them valid, and are saved the liability of making errors as to routing, destinations, or names of states to which baggage may be destined. In addition to which, all open spaces in checks are entirely simple as to use, are easily understood, and can be quickly used, or killed, as may be proper.

9. Under this system, in addition to a railway company's being enabled to keep tab or check on its own agents or servants, it also is enabled to prevent agents of other roads checking excess baggage via or over its road—free of cost or illegitimately.

10. In handling business, should a conductor wrongly tab a passenger to a certain station, and should such passenger at the same time be in possession of a check for his baggage, then such check would be a means of showing any such errors on the part of a conductor, or would be the means of verifying such conductor's tab.

11. Under this system and proper rules to be used in conjunction with same, no baggage agent will be enabled to check free of charge any baggage for any of his friends, railway associates, or others, without laying his actions open to his brother agents, and the officials in the general offices of his company.

12. On roads on which no stop-overs are allowed, if ticket be scalped, and baggage be checked to any junction point thereon, there to be re-scalped, such roads can place themselves in position and collect—as excess—on all baggage presented in connection with such ticket, when such ticket is presented for use by a second party. Thus the scalping of tickets can be largely prevented, if desired.

13. Under this system no one can check baggage to a point beyond the destination of the passage ticket in possession of the passenger. Neither can any one check baggage to a point short of the destination of the passage ticket held by a passenger, if a company desires to so regulate its business with its agents.

Checks can be filed on same hooks with corresponding tickets in ticket cases, and need not take up any additional room where they are not printed attached to tickets.

14. None of the foregoing advantages are secured by any other system of handling or checking baggage.

All checks are printed with, and as a part of railway passage tickets, and bear respectively the same form numbers or letters, and the same consecutive numbers as the railway passenger tickets of which they form a part; also, the checks have printed thereon, the same station names as are printed on the railway passage tickets.

After being printed, all tickets, and checks to correspond, are placed in stock in the general offices of the railway company owning same, after which, as they may be needed, the officials in the general offices issue the tickets and checks to their ticket agents, for issuance or sale to the public, the general officers at



the same time keeping record of such tickets and checks as they may issue to their agents.

When ticket agents sell a ticket or tickets, they will stamp such ticket or tickets in the usual manner, punching destination as usual, and designate class, etc., as usual; then, in connection, the ticket agent will also use baggage checks to correspond with the tickets so issued, and will punch such checks so as to correspond as to class, destination, etc., with the passenger tickets—but *must not stamp the checks*—and will then hand the tickets and checks to the passenger.

When this is done, the passenger, in order to get his baggage checked, must present his tickets to the forwarding baggage agent.

When a passenger presents his or her passage ticket for the checking and forwarding of baggage which belongs to them, and which is entitled to be checked, the forwarding baggage agent must take possession of checks corresponding thereto, and must examine such ticket and checks, seeing in all cases that the form and number as shown on the passage ticket is the same as that shown on the checks.

After this is done, the baggage agent should make the checks valid by stamping same on back in space therefor provided, should separate the two coupons of the check, give the "passenger receipt portion" to the owner of the baggage, and make record of such checks on baggage way-bills and other proper station records, and should then attach to the baggage the "strap check" portion of such check, in metallic shell.

In case where there is but one piece of baggage to be forwarded under one passage ticket, and where there is no excess weight and where such baggage is to be forwarded through from starting point to final destination without stop-over, the forwarding baggage agent may "kill" all open spaces on both the "passenger receipt" and "strap check" before giving the passenger his or her receipt, and before attaching the strapcheck to the baggage to be forwarded. Such "killing" may be done quickly and effectively by simply drawing pen or indelible pencil firmly through such spaces as it may be proper to "kill."

In all cases where baggage is to be checked through from starting point to final destination, without stop-over, the printed destination point as shown in spaces between punch marks (so indicated by the selling ticket agent) will show the destination of the baggage.

In all cases where baggage is to be checked to a point short of final destination as shown between punch marks on checks and passage ticket, the forwarding baggage agent must write in the space therefor provided, on the face of both the passenger's receipt and the baggage strap check, the point to which such baggage is first forwarded by him, and must make record as to destination thereof on his way-bills and station records.

In all cases where there is excess weight of baggage to be forwarded under a check, the baggage agent must show the amount of such excess of weight on both the passenger receipt and the strap check, and where such forwarding baggage agent collects for excess weight before forwarding baggage, he must show the

amount of collection on his strap check, his way-bills, and station records, and on the passenger's receipt. If the excess weight be *not collected* for in advance of the forwarding of the baggage, the forwarding agent should "kill" the space referred to, in both portions of the check, and should then enter in the space which is headed "amount charges to collect," the amount which should be collected at destination, in both portions of the check; and in addition, as a safeguard, should endorse or stamp heavily across face of both portions of the check, the letters "C. O. D.," thereby calling special attention of the baggage agent at destination point to the fact that charges are to be collected on such baggage before delivery.

In every case where there is more than one piece of baggage to be checked under one passage ticket, the forwarding baggage agent must make the one printed passenger's receipt cover all baggage which is checked under such passage ticket, and at the same time must make the one printed "strap check" portion *act as a voucher* for all the pieces of baggage which are to be forwarded under such ticket. In order to do this, regular old fashion local, joint, or special checks (as the case may require) should be attached to all the pieces of baggage *other than the one piece to which the printed strap check portion corresponding with the passage ticket is attached*, and the baggage agent must enter on the backs of both portions of the printed check, the kind and number of all local, joint, or special checks which he uses in connection, thereby making the one "passenger receipt" cover all such baggage, and making the one printed strap check *act as a voucher* for the use of all the local, joint or special checks used in the transaction. Before the matter of checking in such cases will be complete, the forwarding baggage agent must make record, on his way-bills and station records as to the form and number of the voucher check used, and thereafter, in his way-bills and station accounts, must enter the kind and number of such local, joint or special checks as he may have used in the transaction.

Delivering baggage agents must collect all charges which may be due on baggage forwarded to them, and must make record of same in their station account, and at such stated times as the rules of his company may require, must make report of same to his proper officer, showing in such report the form and number of the check or checks from under which such collection was made, and the name of the railway which originally issued such check.

Delivering baggage agents must weigh and certify to the weights of all baggage which they may deliver, in spaces therefor provided, on the backs of both portions of the checks as taken up at time of delivery of baggage, and must send the respective portions of same to such officers of his company as its rules may require.

Where baggage is checked from originating or any other point to a point short of final destination as shown between punch marks, the forwarding baggage agent must enter on both portions of the printed checks, the name of the point to which he checks baggage,



and must make corresponding entry on his way-bills, and on his station records; and the agent at such station to which baggage is checked will take possession of both portions of the checks, on delivery of baggage to the passenger at his station, and will hold such portions of the checks until passenger returns to him to get him to recheck such baggage to a point further on, or to final destination. The final destination of all baggage checks, and of all tickets, will, in all cases, be shown between punch marks, by the agent who sells the tickets for passage, and before any baggage whatever is checked thereon.

No baggage should be checked free on any ticket, unless passenger presents with such ticket check forms corresponding therewith. In all cases where tickets are presented for the purpose of having baggage checked, without the check form or forms being attached to or accompanying such passage ticket, the forwarding baggage agent will check such baggage as "excess baggage" only, and must, in such case, forward such baggage under special "C. O. D.," or special excess checks, and must show on his way-bills, station records, strap check and passenger's receipt, the amount of weight and excess collection made in the transaction, and must make proper report of same at proper time.

Any agent at an intermediate station who may have occasion to increase charges on baggage (such as storage, repairing, costs, etc.,) which he handles as an *intermediate* agent, may take up passenger's receipt and strap checks corresponding, and issue in lieu "exchange" checks showing amount of original charges, amount of added charges, and for what account added, and also showing whose issue, and form and number of checks taken up.

#### Another New Ticket.

THE Ohio Valley Company of Cincinnati has issued a circular calling attention to a form of "absolutely" continuous passage ticket. On the back of each coupon is printed a series of numbers to show the date and time of arrival of the passenger at point where he changes from one road to another, these figures being duplicated on the next coupon. When the ticket is presented to the conductor, he holds the coupon reading over his line face to face with that reading over the next connecting line and punches in the figures on the back the month, day of the month, hour and minute his train arrives at destination; this record thus appears on both his coupon and the one to be detached by the next succeeding conductor; the conductor then detaches the proper coupon and disposes of it according to the custom prevailing on his line. The next succeeding conductor can tell at a glance whether the passenger has taken the connecting train or not; if not, the ticket is

not accepted. If the connection was unavoidably missed, the ticket should be accepted on the next train. Same procedure is followed by each conductor until the final destination is reached.

#### Rates to the World's Fair.

THE question of passenger rates to the World's Fair has been definitely settled by the trunk lines and Central Traffic association roads. The standard tariff rate will be charged on all regular trains between New York and Chicago, excepting that trains taking 36 hours or more for the trip may carry at a reduction of 20 per cent. Cheap excursion trains may be run on certain days at 20 per cent. reduction from the regular limited fare of the road, and may allow passengers to stop off where they please; also giving a choice of routes returning from Chicago. The excursion rates by the different lines will be as follows: Pennsylvania and New York Central \$32, Erie and West Shore \$28.40, and Delaware, Lackawanna & Western, Ontario & Western, Lehigh Valley and Baltimore & Ohio \$27.60. From other points in the territory of the two associations a corresponding reduction will be made on such excursion trains, based upon the limited passenger fare. While these rates may not meet public expectations they will doubtless give the railways all the passengers they can carry to the fair without injury to their regular business. The extravagantly low fares which were demanded would have resulted, if granted, in completely swamping the roads, and would have made the long journey between the seaboard and Chicago full of discomfort, besides causing the roads to do injustice to the bulk of their passenger traffic, which will not go to the fair. From points within moderate distances of Chicago the fares will be comparatively insignificant and the roads will have all they can do to handle the crowds originating within 200 or 300 miles. As a rule few visitors of very small means will come from a distance of 1,000 miles or so, nor would a still greater reduction of fares make them able to take the journey.

A Scotchman complained that he had a ringing in his head. "Do ye know the reason o' that," asked his friend. "No." "I tell ye—it's because it's empty." "And has ye never a ringing in your head?" asked the other. "No, never." "And do ye know the reason—because it's cracked."



## H. J. Ketcham.



When England's celebrated poet, Alexander Pope, fashioned his famous "Essay no Man" and fitted into it these truthful lines,

"Worth makes the man,  
and want of it the fellow;  
The rest is all but leather  
or prunello,"

it is not at all probable that he had any one particular man in view, but in the light of certain recent events perhaps we may be pardoned if we think that if he *did* refer to some especial man it was an American whom he foresaw yet to come, and one destined to represent in America and Canada the interests and the advantages of the Great Eastern Railway of England. We are the more tempted to believe this because of the personality of the man who has just been selected for this position, the mention of whose name, Harry J. Ketcham, will be at once a guarantee of his fitness and worth.

It is always a gratifying performance for THE STATION AGENT to chronicle the progress and promotion of any deserving railroad man, but it takes especial pride and pleasure in publishing the announcement of Mr. Ketcham's appointment as General Agent for America and Canada of the Great Eastern Railway of England. Not only because Mr. Ketcham meets with a merited advancement and the railway company secures a valuable representative, but also because Mr. Ketcham is a Quaker City Club boy and for that, aside from his many admirable qualities, he has the well wishes of every member of the International Association of Ticket Agents, and in turn the trust and the best hopes of this journal, which holds itself as a sort of *alma mater* to its vast family of railway employees.

It needs but a glance at the accompanying picture of Mr. Ketcham to instantly and delightfully recall to the members of the I. A. T. A. the bright and brisk gentleman who as Second Vice President of the Quaker City Club and the chairman of its reception committee, so happily welcomed them to Philadelphia last September, saw them safely and comfortably quartered at their hotels and carefully hunted out, distributed and set down their baggage just where and when it was wanted. Although but thirty-one years of age Mr. Ketcham has served seventeen years in the railway service,

having begun his career with the Pennsylvania railroad when but fourteen years of age. His official record shows a notably pleasing climbing of the ladder of success, the rounds being labeled as follows: 1876 to 1877, clerk ticket office Wynnewood, P. R. R.; 1877 to 1879, department auditor passenger receipts, P. R. R., Philadelphia; 1879 to 1885, clerk city ticket office, P. R. R., Philadelphia; 1885 to 1887, ticket agent Lehigh Valley and N. Y., L. E. & W. R. R., Philadelphia; 1887 to 1889, ticket agent Lehigh Valley R. R., Philadelphia; 1889 to 1892, passenger agent Lehigh Valley R. R., Philadelphia; 1892 to 1893, assistant ticket agent Phila. & Reading R. R., Philadelphia,—the L. V. R. R. having been absorbed by the P. & R. February 1st, 1892; January 1st, 1893, general agent for America and Canada of the Great Eastern Railway of England.

Mr. Ketcham has just returned from a two months' trip abroad, during which he traversed every one of the 1151 miles which go to make the Great Eastern road, and made himself readily familiar with its entire system. This, one of the foremost roads of England, is known there as the Cathedral Route from Liverpool to London, and the Harwich Route to the Continent. It is widely and signally noted for having along its line a great many cathedrals,—hence called the Cathedral Route as noted above—colleges, castles, ruins, and old English mansions, including Sandringham, the home of the Prince of Wales; and a ride over its route with one of its thoroughly complete and minutely descriptive guide-books in hand opens up to you a country and dips you into a history that, whether it be altogether new to you or simply remindful of former journeys or youthful studies, is keenly enjoyable and markedly beneficial.

As an evidence of the magnitude of the Great Eastern railway, it runs over 1,200 trains in and out of London in each 24 hours, and carries over 85,000 suburban passengers every day; handling altogether more passengers in a year than any other two roads. Its entire system is equipped with complete block signals and interlocking switches, and in addition to its rail service it runs a fleet of twin screw steamers on the Continental Route, crossing the North Sea to Rotterdam and Antwerp. On through express trains it runs dining cars, corridor cars with lavatories, and which are vestibuled. Furthermore, it builds its own cars and engines, and upon one occasion in a competitive contest it built an engine entire, from start to finish, and had it in motion upon the track under a full head of steam in ten



hours. This engine was built at the company's shops at Stratford, England, in the latter part of 1891, and still stands as a phenomenal feat. It is the intention of the Great Eastern railway to send a fine exhibit to the World's Fair. They have recently opened near Trafalgar Square in London an American Rendezvous for the use and convenience of tourists, and where can always be found American newspapers and periodicals free to hand, and where information of all kinds can be obtained, very much like at our city ticket offices in America. This is mentioned so particularly because it is something altogether new on the other side and European tourists freely testify that it is the only office of its kind over the ocean.

Mr. Ketcham journeyed through parts of England, Ireland, Holland, Belgium and France, and now returns home in fine health and spirits to establish his office at some centrally convenient point in New York City, throw off his coat, roll up his sleeves and plunge into his work with an energy and intelligence that will fitly show just the sort of capable man it is that worth makes.

Mr. Ketcham has an estimable wife and two children beautifully homed at Narberth, six miles out on the Pennsylvania main line. He will bring to his new position experience, industry, sound business qualities, keen perception, quick application, and affability of person,—all of which will go to make him a very agreeable and helpful man to the public, and a very valuable one to his company. And THE STATION AGENT shouts out to him a cheer of exultation as he mounts the eighth round in the ladder of his happy destiny. W. McK.

#### Hollenbeck, The Hustler.

AT the risk of being thrown out of the mails, the Indianapolis *News* publishes a portrait of Jake Hollenbeck, one of the Adonises of the I. A. T. A. In a personal sketch the same paper says:

J. G. Hollenbeck, of the Indianapolis, Decatur & Western, is only twenty-five years old, but has been in the railroad business for twelve years, beginning as office boy at the old Wabash ticket office, then located at 54 West Washington street. By care and close attention to business "Jake," as everybody calls him, has worked his way up to his present position of city ticket and passenger agent. He is on the road a great deal, and it is seldom that he misses what he goes after. Within a year three different lines have offered him positions, but he believes that there is but one really great place on earth, and that place is Indianapolis. In his business he has much

authority, and it is said that he has frequently caused a snarl between the larger lines, and while they were quarreling he stepped in and got the business.

We don't know what the advertising rates of the *News* are, but we want to say right here that it costs Jake forty cents a line to have this notice reprinted in THE STATION AGENT, and we're not getting any the best of the bargain at that.

#### The Finest on Wheels.

HON. T. B. BRYAN, of Chicago, vice-president of the World's Fair Commission, and a man of national reputation, in his address before the Real Estate Exchange of Minneapolis, at their banquet at the West hotel on the evening of February 3d, paid a handsome compliment to the Chicago & Northwestern road. Referring to the fact that nowhere in the world was to be found more elegant and luxurious train service than between Chicago and St. Paul and Minneapolis, he mentioned the famous "Northwestern Limited" on the C. & N. W. and said:

"I can not see how this wonderful train could be improved, for it is perfect now. It is the paragon of railroad architecture and is as perfect as man's fingers can make it. No king, no queen, no potentate—I venture the statement, gentlemen, that not even the Czar of all the Russias could conceive to be built a more luxurious or complete a train than this one of which I speak. When our visitors from across the water see such luxury on wheels as that train between Chicago and as far remote a city to them as Minneapolis, I imagine they will hold up their hands in very surprise. They will be astounded to discover such luxurious appointments on wheels in the 'far West,' ornate and elegant enough for royalty itself."

Mr. Bryan also supplemented this remark with the comment that it was unfortunate that eastern people who had exaggerated ideas of our western civilization could not compare the luxury of traveling in the west on such a train as the "Northwestern Limited" with the accommodations found in the east. He had never seen such railroad magnificence in the United States or anywhere else.

"That's a habit I have got to break myself of," said Quigsby.

"What's that?" said Grigby.

"Playing poker."

"O, well, I wouldn't worry about that. Just stay with it. You'll break yourself quick enough."—*Galveston News*.



### Our St. Louis Letter.

(From our Regular Correspondent.)

THE Association of Railway Representatives in St. Louis had a dignified birth a few weeks since under the roof of the Merchants' Exchange, and in less than 48 hours there were nearly 300 applications for membership. President Geo. S. Tyler, the general agent of the Chicago & Alton, will call a meeting in a few days to perfect further details of the organization, and suitable headquarters will be rented in one of the numerous new buildings towering skyward in the heart of town. The Railway Representatives have lofty ideas on the subject of a social retreat and are anxious to locate away up in the teen stories 'mid light and air, far from the "madding crowd." The association aims at social intercourse, the development of benevolent features and the advancement of business interests. For the representatives of the 23 railroad lines entering St. Louis, and the freight and water lines of foreign companies it will serve the purpose of a club, and the co-operation of the passenger men has been earnestly solicited to make it a success. In that regard the movement cannot be too highly commended, for it will tend to brush away a feeling of exclusiveness which has heretofore kept apart the freight and passenger officials at all large terminal centers. There would appear to be no good reason why the agents of the two sources of revenue for railroads should not fraternize and derive mutual benefit from such association. A midday lunch composed of soup, fish, a joint and an entree is one of the features proposed for the new club, and it would assuredly bring the members together and furnish a steady source of revenue if properly conducted. There are probably 600 resident railway representatives in St. Louis, and among them may be found many genial, whole-souled fellows whose social qualities at present shine at various resorts of men not in any way identified with railroad interests. A pull-all-together of the freight and passenger agents at this time will result in the firm establishment of an association of railroad men second to none in the country. An active promoter of this movement is Eugene Field—not the Chicago poet—but the agent of the Clover Leaf.

Major John Williams, city ticket agent of the Missouri, Kansas & Texas, can never efface from his memory the jaunt of the International Association in 1891. The Major on that trip met and was carried away by the charms of a lovely sister of a Virginia agent. She came into his life like a dream and he hovered

around her presence spell-bound. For two days they saw a great deal of each other, and when they parted the Major felt that aching void which cannot be described. He planned a trip east to work up business and had nearly completed his arrangements when the Virginia mail arrived one morning with a stiff card-board "At Home" announcement from the fair object of his admiration. She had surrendered to the local agent and in the hour of her triumph did not forget the courtesy due her western admirer. The Major quietly pigeon-holed the "At Home" card, muttered something about jumping off the big bridge, and stepped around the corner with two traveling agents to moisten his sorrow with a julep. The Major is still on the bachelors' roll, and declares that he will be at the great final checking up.

Capt. Alsdorf Faulkner, the general passenger and ticket agent of the Missouri, Kansas & Texas, whose wealth is estimated at a quarter of a million, was at one time a successful revivalist, and for many weeks he conducted a series of protracted meetings on his ranch in Texas. A few days since he received a letter at St. Louis headquarters from a young evangelist in Texas offering his services as a traveling passenger agent for the M., K. & T., and assuring the Captain that he was able to influence a great deal of business in the southwest. Only recently the M., K. & T. passenger department electrified the brethren of the cloth by the announcement that half-fare permits for the clergy would no longer be granted over the lines of that system. One distinguished brother wrote to Captain Faulkner for an explanation and he received it in the following words: "A clergyman's business is to stay at home and look after his flock; there is no clause of the interstate commerce law which justifies any half-rate concession to preachers, and if they travel over this system it must be done at regular rates." The Captain, however, is willing to place the young evangelist on his staff of traveling agents for '93, and intends to turn him loose in Nebraska.

There were not a few tears shed around the bier of Walter G. Graham, ex-general ticket agent of the Missouri, Kansas & Texas, who died here recently after a lingering illness of consumption in his 33d year. Although cut off in the prime of his manhood, he had seen several years of active service in the passenger departments of the Vandalia, Mo. Pacific, Gulf, Colorado & Santa Fe, and Missouri, Kansas & Texas, and he had made hosts of friends in passenger circles. Every mark of respect was paid to his memory, which fell as



balm of Gilead upon the crushed heart of his estimable mother. Every general officer in the city was represented in the mourning throng at the cemetery.

D. D. Ahearn, contracting freight agent of the Louisville & Nashville, died here on Thursday after a brief illness. He had been 8 years in the service of the company in St. Louis, having worked his way up from messenger boy.

The marriage of Chas. L. Grice, city passenger and ticket agent of the Burlington, to Miss Witbeck of Chicago took place last week. The handsome groom was escorted from St. Louis in a special car by a number of bachelor railroad friends, and the wedding was quite a brilliant affair. The matrimonial fever among the Burlington officials in St. Louis set in last fall when Howard Elliott, general freight agent of the Burlington system in Missouri, and nephew of President Perkins, was linked to a St. Louis belle, Miss Janet January. General Agent Gray captured the daughter of a Missouri banker at Joplin, and confidential whispers are heard now concerning the fate of D. O. Ives, general passenger agent.

Col. Jeremiah Hunt, city passenger and ticket agent of the Chicago & Alton, celebrated his tin wedding last week. Congratulations poured in from all quarters, and the reception was something to be remembered. The Colonel's famous art gallery was thrown open for the occasion, and there was a numerous and distinguished company, including visiting professionals of both sexes. Refreshments a la Russe were dispensed in a lavish manner.

Col. C. Sarsfield Crane, assistant general passenger agent of the Wabash, has been invited to deliver an address at the banquet of the Knights of St. Patrick on St. Patrick's day. The Colonel's fame as an after-dinner speaker in the west is second only to Dr. Chauncey L. Depew's in the east; in fact, the ladies award the palm for polished talking to the Wabash orator. His sentences are neatly rounded and he never drags.

Col. Henry C. Townsend, general passenger and ticket agent of the Mo. Pacific—Iron Mountain—has just returned from a missionary tour of the Gould lines in Texas, accompanied by Col. Chas. E. Ware. They accomplished a great deal in the way of booming Hot Springs, and distributed several tons of pictorial literature. Col. Ware is now organizing an expedition for the Lower Congo.

Have you guessed on the World's Fair attendance?

## Railroad Exhibits at The World's Fair.

SOME THINGS THE READING WILL SHOW.

ONE of the most interesting features of the extensive exhibit which the Philadelphia & Reading Railroad Company will make at the World's Fair is now in the office of General Passenger Agent C. G. Hancock, says the *Railway World*. It includes a number of pictures, tickets, time tables, etc., which are very highly prized on account of historical associations, and will form an important part of Reading's display at Chicago.

The Reading's early history is sketched by these pictures, all of which are enclosed in four handsome frames, and which, at this time, when the company has just opened its new terminal depot, are of special interest.

The Reading was originally chartered to run from Reading to a point on the Delaware river in or near Philadelphia—which point was Port Richmond—chosen as the actual southern terminus of the road, because the United States government had then under consideration the building of large arsenals and other government manufacturing buildings, and also on account of the tidewater facilities for the coal trade.

The largest of the pictures is a water color of the locomotive Gowan and Marx, which made its inaugural trip from Reading to Philadelphia on December 5th, 1836, drawing the first train over the road. The train ran from Belmont, over the tracks of the Philadelphia & Columbia railroad—known as the state road, which, it is claimed, was the first road in this or any other country chartered, built, and owned by the state for general public uses—over the Columbia bridge, over the Schuylkill at Belmont, thence through the Park and down Pennsylvania avenue, to the station of the Philadelphia & Columbia railroad.

The event was celebrated by a military and civic parade, the booming of cannons and the ringing of bells, together with general rejoicing on the part of the people, in which latter merry-making it is said two hogsheads of whisky brought down on the first train played an important part.

The Gowan and Marx weighed 11 tons and looked like a fire engine of the antique Philadelphia pattern. The boiler was encased in a wooden covering and the smoke stack looked like a very tall stovepipe with an oblong knob on the end. The piston rods ran from the two driving wheels diagonally towards the front of the boiler, where the cylinders were placed.

There were two driving and two pony wheels. The construction of the machinery



was of the simplest description, and, placed beside the splendid locomotives of to-day, the Gowan and Marx would have looked like a burlesque on locomotives, resembling somewhat in its general appearance the engines now used for driving threshing machines on big farms.

The cargo of the train was of a mixed character, consisting of 635 barrels of flour,  $73\frac{1}{4}$  tons of blooms, six tons of coal, two barrels of whisky—the same mentioned above, whose influence was a powerful factor in the merrymaking—and 60 passengers. The total weight of the train, which consisted of 80 four-wheel box cars, of the antique pattern, now long since forgotten, and passenger cars, was 379 tons.

The picture of the Gowan and Marx was drawn by Enoch Lewis, Jr., and colored by Rufus Mason, in 1841, two years after the event. The engine was built by Eastwick & Harrison. There was no sign of a "cow catcher" or of steam valves or steam chests, the only thing visible on top of the boiler being the bell.

In the second frame is the circular announcing the opening of the Reading road. It reads as follows:

"The Philadelphia & Reading railroad will be opened for travel and the general transportation of freight on Monday, December 9th, 1839."

Below the first line was the representation of a train of passenger and freight cars. The circular continues thus:

"Winter Arrangement.—Hours of starting: From Philadelphia at 6 a. m., from Reading at  $1\frac{1}{4}$  p. m. Depot in Philadelphia, corner Broad and Cherry streets."

Then followed a table of rates between Reading and the intermediate stations to Philadelphia, which included Douglassville, Pottstown, Phoenixville, and opposite Norristown and Manayunk. It was further stated that "passengers are requested to procure their tickets before the train starts." The circular was printed in red and black ink, and was considered a work of art in the printer's line in those days.

There is also enclosed in this frame water-color pictures of the passenger and freight depot of the Philadelphia & Reading, erected at Broad and Callowhill streets in 1857, which is the exact counterpart of the appearance presented to-day by the depot just abandoned for passenger traffic by the company; also of the passenger depot on the east side of Broad street, above Vine, built in 1848; the building on Third street, opposite the old Girard Bank building, in the second-story back room of

which was the first general office of the company in 1839; the in-bound freight depot on the east side of Broad street, above Race, built in 1833 and destroyed by fire on December 19th, 1866.

There are also exhibited a lot of original time tables, from 1852 to 1859; a number of original circular tickets, issued from 1839 to 1847; also, an original invitation ticket, issued July 13th, 1843.

The first passenger train that ran from Philadelphia to Reading, on December 9th, 1839, is pictured in water color, and is one of the chief objects of interest in the third framé. It consisted of two passenger cars of a curious build and yellow in color, drawn by the locomotive Hecla. There is a picture of the old Philadelphia and Columbia depot, at Broad and Cherry streets, and a picture of the first freight train, drawn by the engine "Gowan and Marx," on its way to Philadelphia, December 8th, 1839, approaching the Black Rock tunnel, north of Phoenixville, and an annual pass used over the Lehigh Valley lines nearly fifty years ago. One of the first legislative passes ever issued by the Lehigh Valley Railroad Company is on exhibition; also orders for soldiers' tickets, in 1865, and the first time table over the Reading connections between New York and Washington, issued in 1866. There are also a number of circular and other tickets in the frame. The fourth and last frame contains the topographical views of the road between Philadelphia and Pottsville, made in 1840 and 1841.

#### THE LEHIGH VALLEY.

One of the finest railroad exhibits at the Chicago World's Fair will be that of the Lehigh Valley Railroad Company. The full details of the display have not yet been decided upon, but work on sundry articles that will form part of the display is progressing at the different shops owned by the company. A new engine for exhibition at the fair is being built at the Hazleton shops by Master Mechanic David Clark. It will be a fine specimen of mechanical skill. The exhibit will contain a passenger car being built by Master Mechanic John I. Kinsey at the Easton shops. A house car, a flat car, and a double-hopper coal car or gondola are being built for the exhibit at the Packerton shops by Master Mechanic Lentz. There will also be a specimen stretch of the Lehigh Valley's standard track. The unique part of the exhibit will be the first locomotive owned by the Reading railroad. The Lehigh Valley Coal Company will also display an exhibit. Its features will be a mountain of coal and a miniature breaker, now being built at Pittston.

#### A BUREAU OF INFORMATION.

The establishment of a bureau of information at the World's Fair grounds was the subject of a meeting last week by representatives of fifteen railways and three lake lines.

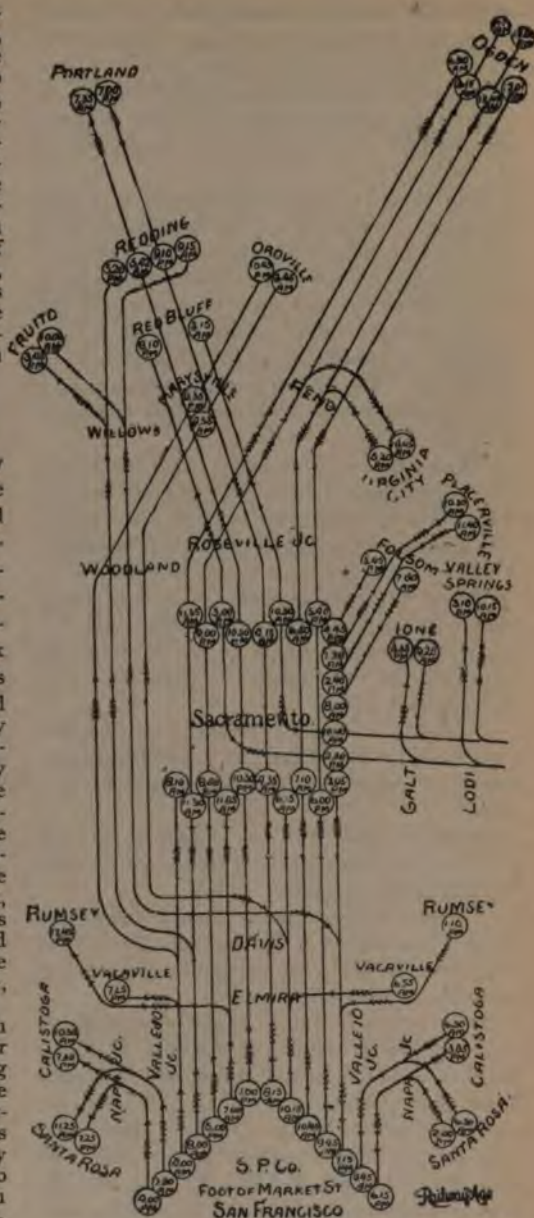


The lines represented were the Atchison, Baltimore & Ohio, Chicago & Alton, Burlington, Chicago & Grand Trunk, Chicago, Milwaukee & St. Paul, Chicago & North-Western, Chicago Great Western, Illinois Central, Lake Shore, Monon, Michigan Central, Pennsylvania, Wabash, Wisconsin Central, Goodrich Transportation company, Graham & Morton Transportation company, and Lake Michigan and Lake Superior Transportation company. A resolution was adopted agreeing to establish a bureau of information, and a committee composed of P. S. Eustis, O. W. Ruggles, C. A. Kniskern, John Singleton and George H. Heafford was appointed to arrange details. The committee has drawn out an agreement which it is expected will be signed by all the transportation lines terminating at Chicago.

### A Graphic Time Table for Travelers.

THE ordinary time tables of a great railway shown in the guides and folders are sometimes confusing to those not accustomed to travel, although they are in reality admirable and accurate compendiums of information which a little study by an intelligent person will make plain. It is desirable, however, to simplify as much as possible the work of tracing out the times of train movements on a complicated system, and to this end graphic illustration is sometimes used very effectively. One of the most ingenious devices for this purpose of which we have any knowledge is shown in a train chart for the Southern Pacific system invented and copyrighted by Mr. George F. Richardson of the car service department of that company, a section of which we have had drawn from the blue print and present herewith. The entire chart, which is only 27 inches long and 16½ inches wide, shows the time of 79 trains leaving and arriving at San Francisco and gives the time at about 150 points of arrival or departure, all told.

The idea of the device is readily seen by an examination of the section illustrated. For every train there is a line from the starting point to the terminal, and the direction of the train is shown by arrows at convenient intervals. The time of arrival or departure is printed in a circle at the terminals and at any intermediate point selected. Of course in so small a compass only a few way stations can be shown, and the use of the chart is practically restricted to a small number of important points on a long line, though on a short road all the stations might be shown by using a smaller scale and a larger sheet. To learn when a train leaves San Francisco for a given point put the finger on the destination circle and run it down the line to that city, using of course the line in which the arrow points down. Thus it will be quickly found that the train arriving at Portland, Ore., at 7:35 a. m. leaves San Francisco at 7 p. m. The time of arrivals and departures at branch terminal are also very clearly shown. In short, by the use of this chart the way-faring man, though a granger, need not err in picking out his train, provided he can read.



To represent all the trains of the Southern Pacific company starting from San Francisco there are four diagrams on the chart; one for trains running as far as Ogden and Portland, one for trains going to Albuquerque and El Paso, the third for the Monterey line to Santa Cruz and Santa Margarita, and the fourth for the narrow gauge line to Santa Cruz. Each of the subordinate roads has a little diagram to itself, but all are on the one map.

We will suggest to the inventor that the diagram would be still more easy of understanding if the time of all night trains were shown in white figures on black background, with the reverse arrangement for day trains. —*Railway Age.*





## OFFICERS FOR 1893.

PRESIDENT,  
1ST VICE-PRES.,  
2ND VICE-PRES.,  
3RD VICE-PRES.,  
TREASURER,  
SECRETARY.

H. E. DAY,  
W. B. CONARD,  
WM. LOWMILLER,  
J. A. DART,  
T. W. VENEMANN,  
C. G. CADWALLADER,

Gainesville, Fla.  
Philadelphia, Pa.  
La Crosse, Wis.  
Hidgetown, Ont.  
Evansville, Ind.  
Philadelphia, Pa.

All Communications intended for this Department should be addressed to C. G. Cadwallader, Secretary, 3445 Chestnut St., Philadelphia, Pa.

## How to Join the I. A. T. A.

THE STATION AGENT reaches many ticket agents who are not members of the International Association of Ticket Agents. It goes without saying that every ticket agent should be on the membership list. The coupon ticket sellers of the country ought to be united in one harmonious and conservative organization. That such organizations of agents are approved of by railroad officials is shown by the extraordinary courtesies extended to the

I. A. T. A. on the occasion of their annual convention. The initiation fee in the International Association of Ticket Agents is \$10 and the annual dues \$5, both payable in advance. The membership year ends July 31. This amount with application should be sent to C. G. Cadwallader, Secretary I. A. T. A., Broad Street Station, Philadelphia, Pa. An application blank is given below. Start the new year by joining the I. A. T. A.

## International Association of Ticket Agents.

## APPLICATION FOR MEMBERSHIP.

TO THE OFFICERS AND MEMBERS OF THE I. A. T. A.

No. ....

*Desiring to become a member of the INTERNATIONAL ASSOCIATION OF TICKET AGENTS, I hereby make application for this honor, and herewith enclose fifteen dollars (\$15.00), the amount of initiation fee (\$10.00) and dues for the current year (\$5.00) ending August first next, and promise, should I be found worthy and become a member, I will conform to and abide by the Constitution, Rules and By-Laws at present in force or as hereafter amended, or forfeit all rights and benefits of membership.*

Signed,

Full Name .....

Occupation..... Road.....

Place..... State.....

Private Address.....

Date..... 189...

We, the members of the "State Committee," have made full and diligent inquiries, and do hereby certify that the applicant whose signature is hereto attached is employed as subscribed, and is a man of good reputation.

Committee.

Committee.

These blanks will be furnished members upon application to Secretary C. G. Cadwallader, 3445 Chestnut Street, Philadelphia, Pa.



### Acknowledgment of Courtesies.

THE committee on resolutions appointed at the recent convention in Philadelphia drew up a report which was printed in this paper at the time. These resolutions were handsomely engrossed and sent to the various railroad officials and others who assisted in making that memorable trip so pleasant to all concerned. Below are given a few of the replies received by Secretary Cadwallader, which will show that the I. A. T. A. is not forgotten:

W. M. FOULKROD, President Trades League, Philadelphia.—I am in receipt of your very handsome engrossed copy of the extremely complimentary resolutions passed by the International Association of Ticket Agents to the members of the Trades League of Philadelphia, and myself, as president. On behalf of the Trades League, kindly accept our most sincere thanks for the very complimentary manner in which you have seen fit to refer to us, and our assurance that we appreciate the honor very highly, coming, as it does, from an organization representing every part of this country. While the members of your association may have been well pleased with their visit to Philadelphia, I desire to state that Philadelphia itself has been greatly benefitted by the holding of your convention here, as the Trades League has had brought to its attention many cases of merchants, who have not heretofore stopped in Philadelphia, visiting this market through the efforts of some of the members of your organization. I trust that we may in the near future again have an opportunity of contributing to the entertainment of the members of the International Association of Ticket Agents.

JOHN WANAMAKER, Postmaster-General.—Acknowledging the receipt of your esteemed letter of the 27th ult., which came to hand during my absence from the city, I have the pleasure to thank you for the beautiful copy of resolutions of your association.

E. A. FORD, Gen. Pass. Agent Penna. Co.—I beg to thank you most sincerely, and through you the members of the International Association of Ticket Agents, for the beautifully engrossed resolutions, complimentary to the Pennsylvania lines, regarding the recent transportation of your members to the Philadelphia convention.

W. S. WEBB, President Wagner Palace Car Co.—I beg to acknowledge the receipt of your letter of December 27th, enclosing an engrossed copy of the highly complimentary resolution passed by your association with re-

gard to the Wagner Palace Car Company. Please accept for yourself and your associates, the thanks of this company for your courtesy.

O. W. RUGGLES, G. P. A. Michigan Central R. R.—I take pleasure in acknowledging receipt of your favor of the 27th ult., enclosing engrossed copy of resolution of your association, expressive of their appreciation of the courtesies extended to its members and their families in connection with the convention held in Philadelphia last September, and beg to assure you of the grateful appreciation of the testimonial referred to, which I shall have handsomely framed for the wall of my private office.

EDWIN S. STUART, Mayor of Philadelphia.—I am in receipt of your favor of December 27, transmitting copy of resolutions adopted by the International Association of Ticket Agents at the convention held in Philadelphia in September last, and beg to express to the association my sincere appreciation and thanks for the kind words concerning myself they have therein placed upon record. It afforded me much pleasure to have the opportunity of welcoming the members of the association to this city, and I am glad that they regard their visit here as a "green spot" to be cherished in their memories for many years. I trust that the experience of last year may induce them to again meet in our midst at no distant day.

A. J. DREXEL, Drexel Institute, Philadelphia.—I have just received the beautiful copy of the resolutions adopted by your association. I appreciate very highly the compliment paid me. I will have the resolutions hung in the Institute. Please thank the committee for me.

GEO. M. PULLMAN, President Pullman's Palace Car Co.—I beg to thank you for your letter of December 27th, enclosing an engrossed copy of the resolution of your association, expressing their appreciation of the facilities furnished them by this company upon the occasion of their annual convention in Philadelphia in September last.

I am very glad to have such pleasant expressions from a body to whose courtesy, energy and zeal the traveling public is so much indebted.

C. G. HANCOCK, G. P. A. Phila. & Reading R. R.—Permit me to express to you as secretary of the I. A. of T. A., my thorough appreciation of the acknowledgment of that body of the courtesies which were extended by the P. & R. R. Co. during their fourth annual



convention in this city, September 14th, 1892. I am also instructed by President McLeod to express the same acknowledgment in respect to the P. & R. Transfer Company. I can only add that I am satisfied that we succeeded in our attempts to make the Philadelphia meeting a pleasant and instructive one to all who attended it, and I can only hope that we will at some time in the future have an opportunity to make another effort in the same direction.

J. M. CHESBROUGH, A. G. P. A. Vandalia Line:—I beg to acknowledge receipt of yours of the 27th ult., and thank you very heartily for the copy of resolutions of your association, passed at your convention held in Philadelphia in September last. The copy sent me will be nicely framed and will decorate the walls of my office. I hope to have the pleasure of meeting the members of the association again at no distant date.

C. O. SCULL, G. P. A. Baltimore & Ohio R. R.:—I have the pleasure to acknowledge receipt of yours of December 27th, and the accompanying engrossed copy of the resolutions adopted by the International Association of Ticket Agents, for which please accept my cordial thanks, coupled with my best wishes for the continued success and prosperity of your association.

J. P. MURPHY, General Superintendent Union Transfer Co., Philadelphia:—I have yours of December 27th, 1892, transmitting engrossed copy of resolution of thanks to this company, adopted by your association, for the facilities extended during your fourth annual convention, held in this city in September last. This company fully appreciates the action of yourself and associates in this matter.

T. L. AND H. J. MUMFORD, Mauch Chunk & Switch Back R. R.:—Your favor of December 27, together with engrossed copy of a resolution from the International Association of Ticket Agents, received New Year's morning with thanks. We appreciate highly this memento of the ticket agents' visit to Mauch Chunk and their appreciation of our efforts to add to the pleasure of their convention, and hope that each and every one of this "400" may live to have general prefixed to his title.

If you will act as agent for THE STATION AGENT Locating Bureau in your town we will make it an object to you. Write us on the subject.

### The Wedding-Bells are Ringing.

LIKE a good mother who carefully brings up her children, guards them in infancy and guides them in youth, anticipates their wants, strengthens and purifies them with her love and counsels them with words of wisdom, until she finally launches them on the sea of matrimony, and even then stands upon the shore and calls out helpful advice or tosses them a spar of experience to aid their bark along, THE STATION AGENT, ever watchful and thoughtful of all and each of its large family, follows every member through his or her ups and downs in life, and, flushed with a glow of pride, rejoices loudly when the wedding bells ring out a glad song of triumph for anyone of them. So it is that now THE STATION AGENT, its cheeks reddened with enthusiasm, its eyes sparkling with delight and its bosom heaving with a gratifying excitement, throws its hat high in the air and sends out and up a hearty shout of glorious congratulations to one of its best-known, best-liked, best-behaved and best-deserving boys! Sends out to him and to his fair mate an honest cry of strong good-will and earnest wishes for a long life of peace and plenty and pleasure! And, furthermore, THE STATION AGENT is authorized to cordially extend to each and every member of the International Association of Ticket Agents, and of the Quaker City Association, the following pleasant invitation:

MR. AND MRS. PATRICK HICKEY

REQUEST YOUR PRESENCE AT THE  
MARRIAGE RECEPTION OF  
THEIR DAUGHTER

MARGARET REGINA

AND

MR. JOHN ARCHIBALD LITTLE,

ON WEDNESDAY EVENING, APRIL 26TH, 1893,  
EIGHT TO TEN O'CLOCK,  
AT NO. 211 NORTH 22ND STREET,  
PHILADELPHIA.

See that your neighbors and friends are informed in regard to THE STATION AGENT Locating Bureau.

Reggy—"I hear there is to be a dreadful row in society."

Cholly—"Yes, Miss Cholmondeley is about to sue Miss Montchesington for alienating the affections of her pet pug dog."—*Shoe and Leather Reporter*.



# RARELY METWITH'S BUDGET.

THE QUEEN CITY ASSOCIATION'S NEXT BAN-  
QUET—EXPERIENCES OF AN ABSENT-  
MINDED EDITOR—PHILA-  
DELPHIA NOTES.

ST. TIMOTHY, I believe, is (or ought to be) the patron of the hay-field, and if that distinguished disciple of his, our own delightful Charlie Murray, has his way, the Quaker City Club will engage in such a startling and amazing parade on the 17th of March that it will not only turn St. Timothy's head white with excitement, but will also arouse from his peaceful sleep the club's blessed old patron, St. Patrick, and cause him to rise up in his burial robes and see snakes from that time on to the Judgment Day. Murray says that as he sits back in his easy office chair, with his feet restfully perched upon one of his rare old desks—perhaps the one upon which Queen Elizabeth signed the death warrant of her sister, Mary, Queen of Scots, or maybe the one upon which George Washington wrote his charming love letters to the widow Custis—and worshipfully looks upon the face of one of his valuable antique clocks—mayhap the one that so dismally ticked out the prolonged hours of Napoleon's bondage on the Island of St. Helena; or probably the one that George Francis Train set his watch by when he made his famous trip around the world in nineteen days and one shirt—he can't help but looking over with his mind's eye the history of Ireland and picturing to himself how some of her illustrious statesmen, orators, poets and warriors must have appeared,—such as Burke, Grattan, Sheridan, Curran, Goldsmith, Moore, Wellington, Emmett, O'Connell, Rory O'More, Shamus O'Brien, Bob Beatty, Widow Machree, Major Little, Kathleen Mavourneen, John Paul, etc., etc.; and then casting his thoughts over the membership of the I. A. T. A., the R. A. A. and the Q. C. C. and fitting these latter into the characters of the former make up a procession of noted representatives of the warm-hearted, wise-headed and witty-spoken sons of the "ould sod" that will make the day memorable and the participants renowned. But, as the old saying goes—or will go after this, no joy without a pang; and Jack Rogers is the pang to Charlie Murray's joy. For just as Murray gets the parade all planned out, and a shamrock pinned to the lapel of President North's coat, and a shillaly spinning with the right twirl in President

Day's fingers, up jumps Jack Rogers, strikes Murray in the head with one of President Day's souvenir oranges, whistles "Boyne Waters" and turns Murray's peaceful panorama into a fierce and frantic column of war, where the forces under Williams of Orange (New Jersey) battle wickedly with those of James II—or as they call him in Canada, Jimmy Dart—even as they did in the far-off days of 1690, until the vigor of the fray wakes Murray out of his vision of joy and impinges him upon the sharp prong of Jack Rogers's pang, as he hurries along to cover up his well so to keep the janitor of the Cat Hospital from emptying into it the overflow population of that friendly and fecund institute. And so it is that Murray's scheme, fascinating and promising as it is, is likely to begin, to advance and to end in a dream.

\* \* \*

To travel in a direct line, as the bird flies, is one way to get to a place, and to follow the tortuous maze of a spider's web, as a bewildered man does, is another. We can't all fly like the bird even if we do sing like one. And this brings in Rabidly Warlike Wright. I hope he is properly thankful for being brought in on the musical waves of melodious song. It is certainly a pleasant way to be introduced to a waiting and a welcoming audience. How many of you have ever heard the silvery-noted Wright sing? How ever many you are, just that number have been raised twenty degrees higher in the realms of rapture than those of you who have failed to hear him. If he could only fly as well as he can sing I shouldn't be called upon to dole this dirge. On the evening of January 21st last, the Philadelphia Division of the Railway Agents' Association and their friends held a meeting and gave a dinner at Woodvale Mansion in Reading, Pa. It was a very enjoyable affair and reflected credit upon all who engaged in it. The promises of the occasion were so tempting as to lure Brother Wright from the whirl of his busy Cleveland office, and he came to Philadelphia on the afternoon in question en route to Reading. He intended to take the 4:10 p. m. train from Broad Street Station, but wishing to see and felicitate Billy Conard in and upon his new position at the magnificent Reading Terminal, he made his way there and locked himself in Billy's affectionate embrace for twenty minutes. Then as he started for Broad Street, Billy says, "Why, here's an express just starting out for Reading. No use going to Broad Street; jump on it." And accordingly Wright jumped. This train



was due at Reading at 5:45 p. m., and the meeting was called at 7 p. m. When every clock in Reading had struck this latter hour with that insistent and convincing distinctness for which Reading clocks are noted, every man had waded through the glowing word of "WELCOME" so redly woven in the Woodvale's door-mat, except Wright. An anxious chorus of "Where is Wright?" swelled up on all sides and bulged the roof fully ten feet above its limit. And the telephone jingled out a little titter of laughter on its bell and spasmodically answered, "He is in Norristown." Weeping Rachel! Every face in the room blanched with fear and every eye moistened with pity. In Norristown! That was the word, and all knew that in that town was located the State Insane Asylum. President Griest's right eye dried off long enough to flash out to Secretary Shaw the appealing inquiry, "Can it be?" And Secretary Shaw's lips quivered in reply, "It can; but I hope it isn't." And then President Griest's eye resumed its condition of a first-class watering place—tickets good to return until October 1st. Vice President O'Byrne mournfully hung his head through the initial "O" in his name and left his heart to Byrne with eager apprehension. Second Vice President Mullinix coughed up a cud of sadness as big as a pound of butter and burying his face in it a moment left upon it the imprint of an allegorical tableau representing "Patience on a monument strangled by Grief." Someone ventured to sneeze. This seemed to relieve the awful tension of constrained silence, and yielding to the release Brother McMichael's rotundity responded with such a swell that it burst a button off the bottom of his vest and made it crack against the ceiling like a Pottstown girl's kiss. Everybody began to talk and to speculate and to opine about Wright's presence in Norristown. Some thought they had always noticed he was a little queer. One man pointedly remembered that upon a certain occasion he had opened a jack pot with a five-spot and four bill-board passes to a dime museum. What could have driven him crazy? some asked. Perhaps he had it checked and it had gone astray, and in that way lost his mind, suggested another. But when they were at the height of the discussion and the police were just about to take them in for conducting a dog fight, in stepped Brother Wright himself and the uproar of sorrow subsided into a still calm of joy. When he had removed some of the marks of his journey from his person and apparel, and restored to their normal condition several of his misplaced features

and articles of dress, in response to the impatient cry of, "How did you escape?" Brother Wright proceeded to unpack his carpet-bag of grievances and demonstrate by them the lateness of his thereness. He said that after getting comfortably seated in the train at Philadelphia, he took out his work—he is knitting a yellow tidy with a green border and the figure of a pretzel in the center to give his friend General Passenger Agent Hooper, of the D. & R. G., for an Easter offering—and got so interested in it that he was totally unconscious of the train's stop and shift of the Reading cars at Conshohocken, and knew nothing, except that it was very difficult to keep from knocking off the pretzel with one needle the salt which he put on it with the other, until he was quietly lifted out of the car on the tines of a pitchfork and set down in the streets of Norristown by a brakeman, who told him he should have changed cars at Conshohocken instead of drinks, and gone on into Reading upon the train he started on. He then informed him that the best thing he could do was to go over to Bridgeport and get a train on the main line for Reading. Talk about Napoleon crossing the Alps! It was nothing to Wright's march from Norristown to Reading. He stated that he backed in on the "Y" and turned his feet so to walk toe on, and then pulled out for Bridgeport, which lay two miles across the river through a covered bridge. But the switches were against him and the first thing he knew he was plowing through ten feet of snow in the streets of Atlanta on the Central railroad of Georgia. From there he ran due north, overtaking the Pacific express at Moose Jaw on the Canadian Pacific railway, to sieze, a little later on, the steamer "Adam Jacobs," of the Pittsburgh, Brownsville and Geneva Packet Company, as it was speeding between Monongahela City and Lock No. 4, scuttling the ship and swimming ashore with the cook—whom he presented to Matt Gordon for a bar-er—that is, a mermaid, and finally tramped into Reading over the Catawissa plank road with every sail set and a two-foot hole through the bottom of his hull, both runners of his sleigh broken, the pneumatic tire badly burst on the front wheel of his bicycle, a two-yard rip in the side of his balloon through which the gas was rushing out like an Arizona typhoon, his horse foundered in all five legs and stringhalt in the tail, his trolley off and his condenser grounded, his pumps frozen up and the air stuck fast so that every wheel on the train was flat and—well, there he was,—and Norristown forty miles away! And then they all knew how he had escaped—and



what a pity it was. But, putting aside the insinuations concealed in the word pity, what sort of a conscience must a man have who imagines himself making such a journey as he tells of above, while walking through a covered bridge? Are covered bridges conducive to mental aberration? Hardly. But certainly something is responsible for Brother Wright's wildness of thought or erratic way of traveling. And every finger on the hand of Suspicion points directly at Billy Conard. Scarce a month ago Billy gave a certain familiar character to you all a cigar; you learned by word and picture in *THE STATION AGENT* the result. Here again Billy gives Wright a friendly embrace and directly afterwards Wright wanders for five hours in either his mind or the country, and in the end fetches up in a dilapidated state of incoherent gibbers. You have the facts and are at liberty to deduce your own conclusions; but this much is certain, Tom Vaille will never again shake hands with Conard unless he has a horse-shoe concealed up his back to keep off the witches.

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The by-laws of the newly organized Quaker City Club require that the club shall meet four times a year, — in January, April, July and October. Consequently the next meeting of the club will be in the latter part of April. A large attendance is desired and expected. There will be beneficial talks and entertaining exercises and palatable victuals. It furnishes a pleasant opportunity for old friends to come together and meet and make new ones. The time given to reunions of this kind, and especially to the "visiting around" amongst members, is always a very happy experience and equally as often a very profitable one. For those who don't care to talk and don't like to listen a generous lunch will be provided. Ex-President Wallace will have returned from California by that time and will probably tell us of some of the wonders of that "glorious climate," and how the Woman's Rights party of that state is progressing in its efforts to eliminate cigar smoking from the ethics of modernized man. Harry Ketcham—handsomer than ever—will be there, it is hoped, fresh from his tour abroad, and in addition to many other interesting incidents of his trip, will dwell especially and picturesquely upon that one which he happily entitles, "How I Met the Prince of Wales." Ed Wallace is expected to give his celebrated "Banner Drill." Jack Rogers will demonstrate the elasticity of a five dollar bill. Frazee will explain how butter and eggs used

to be taken in exchange for railroad tickets when he was agent at Millstone. Billy Raynor will read a paper on "Hungary." Mr. McKnight will tell us something about the "Practical Workings of the Trace Sheet." Fine Cut Price will essay upon "The Tie That Frets—The Cross Tie." Joe Cardeza will sing "Oh, Dat Water-Milyun," etc. While the lunch will not be as heavy as a twelve course dinner, it will be a carefully selected and thoroughly enjoyable one. It was at first thought this lunch might be served out of contributions from the members. Charlie Murray referred to his well and said he would furnish the catsup. Major Little said he would bring in a load of pumpkins and make an ovenful of pies. Bob Beatty said he would provide all the frog legs required. Capt. Cadwallader said he was raising a hog and if it grew fast enough he would supply the ham. Whereupon Raynor bristled up and grunted. Mark McGrillis thought he could catch enough fish out of his office window. Appleby volunteered to invent a self-replenishing biscuit—as fast as you ate it it reappeared on the plate, no string, no rubber band. Charley Kinney claimed he had shot the Ground Hog and offered to donate sausage for the party. Ramsey said he could be depended upon for a case of dog biscuit. Fine Cut Price promised all the potatoes needed—a trunkful if necessary. Florida Thompson gave his word by wire for an alligator. Palmer, of London, Ont., put himself down for a bottle of Family Ammonia. Jack Rogers threatened to contribute five ton of boompernickel. Billy Conard declared that he would present the cigars. And then every man trembled with fear and the deal was declared off. So the Colonnade hotel again gets the contract and the boys may feel sure that they in turn will get a very nice lunch. The ladies this time get—left. But Jack Rogers will stop under each one's window on his way home that night and sing, "I Took a Bite for You, Love, of Everything We Had," and that ought to give them the nightmare even worse than if they had eaten of the lunch themselves.

#### THEY DO SAY—

That Billy Conard is athirst for blood.

That Ramsey is already stemming the strawberries for the April short-cake.

That Harry Martin has a hen which lays three-cornered eggs and hatches out apple-dumplings.

That Bob Smith can break a cocoanut with his teeth easier than an ordinary man can crack a smile.



That Bob Beatty is always such a brilliant blaze of good cheer it is ever a standing wonder to his friends he don't catch on fire.

That the February issue of THE STATION AGENT was the meatiest and spiciest for the Philadelphia contingent that has appeared yet, and an unusually interesting number withal.

That Fine Cut Price has gone into the house agent business and has on his list to rent you anything in that line from a chicken coop to a castle, but makes a specialty of station houses, jails, penitentiaries and bird boxes.

That Sam Hutchinson's bald head is hereafter to scintillate in the ozonic atmosphere of Omaha. O may haw! haw! and giggle as much as it will, but that head's naked top will cling to Sam still.

That though Time steals on apace with him, Col. Shoemaker seems to grow younger with the years,—his fleshiness increasing just enough to very accommodatingly smooth out any ambitious wrinkle that strives to raise its ridge.

That Joe Cardeza says what with ham at 25 cents a pound by the slice, bacon 20 cents, and lard 15 cents, it pays a man these days to be a hog.

That Frazee says in order to keep milk from churning in the can when he was agent at Millstone he used to soak it up in big sponges and ship it that way, to be squeezed out after it reached the city.

That Mark McGrillis thinks he would rather be a barber than president, for the reason that there is more money in a barber shop,—that is, there is more soap.

That Frank Irish, travelling passenger agent of the C. & N. W., is not the individual referred to in the familiar warning, "No Irish need apply."

That Harry Ketcham, general agent Great Eastern Railway of London, has temporary headquarters with the Grand Trunk, No. 271 Broadway, New York City.

That Inventor Appleby comforts the fruit-loving public with the assurance that if the Delaware peach crop is ruined as usual this year, he will invent another one, all skinless and seedless, to take its place.

That Jack Rogers has the documents to prove that he was in a storm once out on the North Pacific road when the wind blew so

hard it blew the yolk out of an egg without cracking the shell.

That Tom Vaille has a friend on Green street whose coat wrinkles in the back between the shoulders and waist so thickly and so firmly that his folks use it every Monday for a wash-board to rub the clothes on.

That Charlie Murray, in order to add another unique curiosity to his already large collection of ancient and distinguished minute measures, is negotiating with the Emperor William and Prince Bismarck with fair promises of securing that famous old time-piece, "The Watch on the Rhine."

That it is as good as a ghost show to hear Harps tell of the time he rescued, single-handed, ten negro babies who were frozen to death in a tenement house fire in the middle of the Atlantic Ocean when he was returning home from Europe in August towards the latter part of January.

That a prominent and popular member of the I. A. T. A. and Q. C. A. organizations will shortly startle this country and upheave Europe from center to circumference by taking unto himself a wonderfully excellent wife and establishing himself in a happy home, with a smile on the front step to welcome his friends in—and a dog in the back yard to chase them out. Moral: "Never bite into a pie until after you have first removed the pan."

That Hambright in his costume of a female Mexican snake charmer made such a sight at the Mannerchor ball in Lancaster it sent home every beholder of him cross-eyed and tangled-tongued.

That for some years the employees in the Broad Street station ticket office were given a supper in the restaurant at the close of each month. But that shortly after Billy Raynor became one of them the custom was discontinued. Whether the restaurant could not supply the demand upon it or the railroad company could not afford to meet the bill, history does not chronicle.

That more members of the Quaker City Club should subscribe for THE STATION AGENT. A number of them never see it, while it sees them plentifully and pleasantly in each issue. Put your names down for a copy, boys, and learn something about yourselves, as well as your friends and foes, that you never knew before.

That Impunity Hopkins is probably the most singular character the world has ever



known, in that when sitting down he looks exactly like Col. Shoemaker, when standing up he precisely resembles Col. Venemann, and when lying at full length he is the very image of Col. DeGress.

That notwithstanding Raynor's appetite, a peculiarity which he can't help, having inherited his hunger from an Egyptian cannibal who died of starvation on the Isle of Want, in the year Eighteen Hundred and Famished for Food, he is a mighty clever gentleman, expert and polite in his work and thoughtful and obliging at all times.

That Ex-President Wallace expects, and is reasonably sure to get out of his six weeks' trip to California six years of benefit and enjoyment, for in that wonderful climate age and ailments melt away, the rose of youth renews its bloom and the honey of happiness heaps high in the flower of every-day life.

That Captain Cadwallader and Bob Beatty don't go to New York often, but when they do they are always met at Jersey City by a ferry-boat, and something invariably breaks. They spent an hour there in Henry Clew's office during the latter part of January, and the next day the Reading railroad failed.

That Freight Agent Adams, of the C. & N. W., has a man in his office by the name of Tom Hickey, who is hand and glove with the most distinguished military hero outside the pages of history. But that on account of the similarity of his name he is very frequently taken for Tomhicken, the big coal station up on the Lehigh Valley road.

That while a large number of its readers strongly favor the present shape of THE STATION AGENT and think its old form gives it a distinctive character, they are very ready to believe that its publishers will only make a change in it for the better and are anxious to see it in its new and increased proportions—which, of course, means improved conditions.

That to hear Ticket Seller Butz at the Broad Street station calling off with his own especial lightening-like rapidity the ticket numbers as he chicks up his cage, is to make you think that someone is firing off a howitzerful of gravel into a big tin boiler—only that Butz's words come out a little faster and a great deal more musical.

That Major Little is mightily rejoiced and greatly thankful that THE STATION AGENT let him down so easily in its February issue. He was afraid it would tell about the time he was going to see a girl—not the one he is go-

ing to see now—and how he asked her one evening for a pillow or two to lay at her feet, saying that he was going to fall in love with her and was afraid on account of his weight he might bruise himself if he struck the hard floor. She let him drop. And he don't want ever to be let down that hard again.

That there will always be a vacant chair at the meetings of the V. S. of I. for "The Little Fat Man" who has gone west.

That with the railroad boys in general and the R. A. A., the I. A. T. A. and Q. C. A. in particular, the grand hailing cry nowadays is, "Have you subscribed for THE STATION AGENT yet?"

That Fred Tristram missed his running mate Sam, while bucking the Tammany Tiger at Washington, but had "many happy days" just the same.

That the V. S. of I. will confer the title of P. E. G. B. on Lew McClellan at the next meeting with honorable mention of Mr. W. P. Cooley.

That the gentleman from Culpepper Co't House was kept busy handling the "Unterried" in Washington during the inauguration and never turned a hair.

That Harry Ketcham's lecture, "Through Europe on a Lamp-Post; or, How I Met the Prince of Wales," is about the finest thing in that line America has ever listened to.

That Mr. U. S. G. Hough has been appointed city ticket and passenger agent C. R. I. & P. Ry., at Des Moines, Iowa, and his assumption of the responsibilities of married life was a surprise to most of the boys and a heart-breaker for nearly all of the girls. It only shows that the best people sometimes go wrong.

That J. A. Stewart has been appointed southeastern passenger agent C. R. I. & P. Ry., vice U. S. G. Hough, transferred, and will flash himself and watch chain on the public from 315 Lewis Block, Pittsburgh, Pa.

W. McK.

Philadelphia, March 1st, 1893.

"When does the train go?" asked the stranger of a station employee.

Never thinking, the station man, whose wife helped to keep the wolf from the door, replied: "When crinoline comes in."—*Pittsburgh Dispatch*.



## THE WORLD'S FAIR.

### THE GREAT EXHIBIT IN THE TRANSPORTATION DEPARTMENT—TRANSITION IN METHODS OF TRAVEL BY LAND AND WATER.

FROM the Egyptian chariot, which was in use thousands of years before the Christian era, to the modern flying express train is something of a step in the science of land transportation. From the dugout of the ancient aborigines to the swift modern transatlantic liners is a still more marvelous transition in methods of travel by water. Between these extremes are 40,000 stages of development which will be, for the first time in the history of the world's great expositions, illustrated by comprehensive exhibits at the World's Fair.

No former international exposition has recognized the important science of transportation by separating its exhibits into a special department. With the single exception of electrical development, the greatest strides in human progress during the last fifty years have been in transportation methods. In America, where the annihilation of distance is a prime factor of commercial growth, the science of transportation has reached its highest development, and it was American genius that made a precedent for all future World's Fairs by creating the department of transportation exhibits.

In combined utility and attractiveness the transportation building will hardly be surpassed by any other on the World's Fair grounds. It is convenient of access for visitors, no matter by what route they may enter the grounds. On the apex of the building is a cupola reaching a height of 165 feet. Eight elevators will carry passengers from the center of the main floor to the balconies surrounding the cupola at heights of 115 and 128 feet. It is planned to carry a sidewalk around the entire terraced roof, connecting with the upper bridge by means of a balustrade. From the various points of the roof of the transportation building the general view of the grounds is unsurpassed. There will be cafes to help entertain visitors.

The main building is 960 feet long by 256 feet deep, with an annex on the main floor covering nearly nine acres. There are about seventeen acres of floor space. The main entrance to the building is in the form of an immense arch, decorated with carvings, has reliefs and mural paintings. Being treated en-

tirely in gold leaf, it will be known as the "golden door." There are also several minor entrances, with terraces, seats, drinking fountains and statues.

The classification of exhibits is in three main groups—railways, vessels, and vehicles for common roads. Subdivisions in these departments are almost limitless. The historical feature of the exhibits is to be made especially prominent. The contrast between the means and appliances of barbarous and semi-civilized tribes and the high development of modern transportation will be made as striking as possible.

One of the original classifications—that of aerial transit—has been abandoned for various reasons. The only real progress in the science of aerial navigation has been made under the auspices of the war departments of France and Germany. These two governments hold in profound secrecy whatever knowledge of practical aerial navigation they possess, and, although friendly to America and the World's Fair, their knowledge is for the present sacred to military uses. Hundreds of alleged inventors of air ships, balloons and other aerial devices, America and Europe, have applied for admission to the transportation exhibits at the World's Fair, but all their offers have been rejected as impracticable.

There will be no display of air ships, but every object that is built to move on land or water will be represented. There are canoes, ancient vehicles of all sorts, and saddlery from Central Africa, Madeline Islands, Turkey, Egypt, Palestine, Burmah, Alaska, the Aleutian Islands and South Sea Islands. From Bogota, the capital of Colombia, come remarkable specimens of Sedan chairs that are still used in that country. From China come most interesting models of all classes of junks. Mandarin chairs for the different grades of Chinese society are shown. Malay boats come from Singapore. Ceylon sends a remarkable collection of ancient vehicles. Japan, which now claims to be a modern country, refuses to be represented in the display of ancient customs, but the jinricksha, which is really an American invention, will be shown.

A queer cart from Sicily has a high, narrow box, between two enormous wheels. The spokes, hubs, stays and dashboard are all carved in fantastic designs, and the entire vehicle is painted in rich and gaudy colors. Among the canoes and dugouts are some remarkable hide-covered ones. From South America come strings of shells, which the natives use in swimming long distances. Pack



animals, including a stuffed llama and a stuffed mule from the Argentine Republic, are among the exhibits. The mule will be attached to a milk crate, with a dummy Indian girl sitting cross-legged on his back.

These are only a few of the barbarous and semi-barbarous methods of transportation that will be shown as a foil to the great modern exhibit. So complete will be the display of modern transportation methods that even the vast building and annex will not contain it all. The great central court, near the main entrance to the grounds, will contain an outdoor transportation exhibit. Experimental launches on the lagoons will also be a portion of this exhibit. A portion of the Krupp gun works exhibit, which has a special building on the lake shore, will be under the control of the transportation department, and also the following special exhibits: White Star Steamship Company, which has a special building north of the horticultural building; the Intramural elevated railway and the Barry sliding railway. The signalling system, which all the railways entering the grounds will use, is also entered as an exhibit.

Entering the transportation building proper by the great golden archway the visitor will see a succession of striking vistas and the general plan of the exhibit will soon be realized. The annex opens into the main building in such a way that long aisles or avenues are formed. As most of the foreign exhibitors insisted on keeping their exhibits together, the American section is scattered over the centre building, with an overflow out of doors. There is harmony in the general details, and the exhibits will be so arranged that in many instances a direct comparison can be made between American and European methods.

Directly to the right of the main entrance comes the British section. This extends through the main building into the annex. In front is to be a carriage and saddlery exhibit. Then comes the finest marine exhibit that Great Britain has ever made outside its own territory. Nearly all the great shipbuilding firms are represented by models. One model, that of the war ship *Victoria*, is thirty feet long and cost \$20,000. It is said to be the finest marine model ever made.

There will be exhibits of naval armament and coast defense. In this section will be a model, twenty feet long, of the great *Firth and Forth* bridge in Scotland.

The railway section of the British exhibit will include a complete train and locomotive, shown by the London & Northwestern Railway Company, the first exhibit of its kind in

this country. This company will also show models of railway stations and a model of the original Stephenson locomotive, the "Rocket." There will also be shown the Trevithick locomotive, the first that ever drew cars in 1803. The London & Northwestern exhibit will include a section of ideal railway track; also an exhibit of a section of the actual strap railway on which the Trevithick locomotive ran in 1804. The latter exhibit will include two of the original cars, the whole shipment coming direct from Wales, and weighing five tons.

The Great Western Railway Company, of England, will exhibit in this section the original seven-foot-gauge locomotive, "Lord of the Isles," which was built in 1851 for exhibition at the first World's Fair.

In the central portion of the annex, adjoining the British section, is the space allotted to the Baltimore & Ohio Railway Company. This contains nearly 40,000 square feet. The Baltimore & Ohio Company is preparing an exhibit to be called the "Railways of the World." The exhibit will cost \$50,000, and will show the development of locomotives and cars from the rudest and earliest to the present. It will show the steam carriage used in the last century, including the Oliver Evans boat on wheels, which ran on either land or water. There will be forty or fifty full-sized perfect imitations of early locomotives, including the one used by Peter Cooper. There will also be a collection of different kinds of rails, from the early rails without flanges to the present permanent way.

Between the Baltimore & Ohio exhibit and the British section is the exhibit of American car-heating devices. Next comes the Australian exhibit, in a corner of the British section. This includes an elaborate display of railroad material and vehicles. Next comes the Canadian exhibit. Here will be shown a complete transcontinental train, built and equipped by the Canadian Pacific Railroad Company. The cars will be of solid mahogany, lighted by electricity, and the entire train will be the finest that can be built. This train will be right across the aisle from the London & Northwestern train, affording a complete contrast between American and English traveling methods. The remainder of the Canadian exhibit will include vehicles, boats, small craft and dog trains of the far northwest.

Next comes the Spanish exhibit, which will be principally marine models. Historical Spanish marine armament will be shown. The Mexican exhibit will be mostly saddlery. There will be a large relief model map of Mexico, showing modern systems of trans-



portation. In the central part of the north court will be, as a decorative feature, two masts, ninety feet high, reaching to the main roof.

In the main court of the building, running through to the annex, is a part of the American railroad section. The exhibit of the Westinghouse Air Brake Company will be in this section. One unique feature of this exhibit will be the operation of air brakes on a train of 100 cars, the longest ever shown by a single system of brakes.

In the railway section of the annex will be shown track materials of all kinds, with working models of "L" systems, overhead carrying systems and different methods of conveying materials.

In the north end of the building is the American vehicle exhibit. This occupies 90,000 square feet of space, and runs from the front of the main building to the rear of the annex. All the leading American manufacturers will be represented.

To the left of the main entrance is the 65,000 square feet allotted to France. This includes some of the choicest portions of the main building, the annex and a part of the galleries.

In the central court is a part of the Pullman exhibit. This will include a large model of the town of Pullman. Then comes the model railway ticket office, which is to be fitted up by Rand, McNally & Co., and operated by the combined railway companies. In the center aisle of the annex is the main exhibit of the Pullman Company. This will consist of an exact counterpart of the New York & Chicago limited express, made up of brand-new Pullman cars, built and equipped regardless of expense. President Pullman is authority for the statement that this will be the finest train ever constructed. On an adjoining track the Pullman Company will show ordinary day coaches, mail and express cars and an elaborate street car exhibit.

The Russian, Austrian and Belgian exhibits come next, toward the southern end of the building. A central feature in the south court will be the largest steam hammer in the world, ninety feet high, and weighing 120 tons. This is used in the manufacture of armor plate for vessels. Grouped around the big hammer will be the exhibit of the Bethlehem Iron Works, of Pennsylvania. This will include specimens of shafting in the great transatlantic liners and varieties of railroad materials.

Then comes the American marine exhibit. There will be shown a section, sixty feet long,

from the center of a modern transatlantic liner, following the designs of the new American steamships now being constructed. This will be four stories high, reaching to the top line of the gallery, and will show a complete interior of an Atlantic steamer. Other marine exhibits will be models of American built steam craft, including small boats of every description.

The German exhibit covers the entire southern portion of the main building and a part of the annex. The German commissioners will supply all the decorative features of this exhibit. The designs are elaborate and beautiful. A special feature of the German exhibit will be a display of the Siemens & Halske system of interlocking switching apparatus. The railway department of the German government will send two locomotives and all kinds of railway cars, including ambulance cars used by the Red Cross society in war times. There will be a great track museum from Osnabruck.

In the southern part of the annex will be more of the American railway exhibit, including displays by the Philadelphia & Reading, Old Colony and Chicago & Northwestern. The latter will show the old Pioneer, the first locomotive ever brought to Chicago. This unique exhibit is still in apparently as perfect preservation as when it went puffing over the Chicago & Galena railway. In the general American locomotive exhibit will be shown over fifty specimens. Two monsters will be mounted on pedestals in the outdoor exhibit. One from the Baldwin works will weigh 195,000 pounds, and the other from the Brooks works about 180,000 pounds.

Passing out of the building at the south end of the annex the visitor will see the Hotchkiss ordnance exhibit and the great transfer table, seventy feet long, now used in installing exhibits and which will remain as an exhibit itself. Out of doors the Vanderbilts will make an elaborate exhibit, including complete trains and model railway stations. Further to the south, opposite the Sixty-fourth street entrance, will be a great exhibit by the Pennsylvania company.

In rear of the annex will be a roadway for vehicles, and the galleries of the main building will contain a monster bicycle exhibit.

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A person imitated a locomotive whistle so naturally on the depot platform at Warrensburg, Mo., several days ago, that a student kissed his girl goodbye.—*Kansas City Gazette*.



## THE NEW C. &amp; B. TRANSIT LINE.



T. F. NEWMAN.

the routing of freight and passengers throughout the country.

We give with this portraits of Messrs. Newman, Rogers and Fisher. Unfortunately, the engraver cannot fully convey the impression in a cut that each one of these gentlemen at once gives by personal contact, which is that they are hustlers in the broadest sense of the word.

For many years Lake Erie has been without a daily line of steamers between Cleveland and Buffalo. While passenger boats on the Buffalo-Duluth route occasionally stop at Cleveland, the stops at intermediate ports preclude anything like rapid movement, and with heavy tourist business there has been no space to spare to traffic of a local nature. Thus the desire of many people to take advantage of the restfulness and absence of dust, found only on the water routes, has heretofore been frustrated. While avenues of land travel have made great progress in affording facilities to the public, traveling between the east and west, they have not been able to keep pace with the phenomenal growth of the country. Fast lines of steamers skirting the American shores of the lakes have become, therefore, not only a luxurious mode of travel, but one necessary to take care of the army of people who wish to move about, whether bent on business or pleasure. This situation became so patent to a number of Cleveland's wealthier men last summer, that they decided to establish a daily line of steamers between Cleveland and Buffalo, which should touch at one of the intermediate ports, in order to afford better facilities for the constantly growing passenger and freight

traffic between these two great cities on Lake Erie.

Accordingly the Cleveland & Buffalo Transit Company was organized and incorporated. Mr. M. A. Bradley, one of the largest individual vessel owners on the chain of lakes, was chosen president, and Mr. T. F. Newman, who for years past has managed the interests of the Detroit & Cleveland Steam Navigation Company at Cleveland, was selected as general manager of the new company. These gentlemen, with Hon. Geo. W. Gardner, ex-Mayor of Cleveland, Harvey D. Goulder, proctor in admiralty, J. K. Bole, one of the receivers of the Valley railway, D. Shurmer and R. C. Moodey, constitute the executive department of the company. Mr. H. R. Rogers, for some years connected with the D. & C. and "Soo Line," has been placed at the head of the traffic department as General Freight and Passenger Agent. Mr. H. S. Fisher, formerly purser of the Steamer City of Cleveland, of the Detroit & Cleveland Line, is Passenger and Freight Agent at Cleveland, and Mr. John C. Fitzpatrick, who has been connected with the vessel interests from boyhood, has

been appointed Passenger and Freight Agent at Buffalo. There will also be a competent corps of traveling representatives.

To insure being in readiness to commence operations with the opening of navigation, season of 1893, the company purchased from the Detroit & Cleveland Steam Navigation Company, two of their elegant steel steamers, and they will ply between Cleveland and Buffalo nightly (Sundays included), one leaving each port, and reaching

their destinations the following morning.

These steamers, the State of Ohio and State of New York, are unexcelled in staunchness and finish by any steamers on the lakes. They are built of steel, with every modern appliance for strength and ease of motion. The passenger accommodations are perfect. The spacious saloons are elaborately finished in hard wood, and richly furnished,



H. S. FISHER.



H. R. ROGERS.



while the commodious and well-appointed staterooms, with their luxurious beds, will be especially appreciated.

Commercial travelers, theatrical and opera companies in particular will be enabled to perform a journey usually so tedious and tiresome, with as much ease and comfort as if they had passed the night at a first-class hotel. Close connections will be made with trains and boat lines at each end of the route. Late dinner and early breakfast will be served on the steamers, which will be appreciated by through passengers.

### Our Headquarters in Chicago.

EDITOR THE STATION AGENT:

I am "with you" on your locating bureau and headquarters scheme. It's a good thing and just fills the bill, and I think the boys will all agree with me. But I want a little information. 1st. How far is it to the grounds? 2nd. What are the facilities for getting to the grounds? 3rd. What advantages has your location, if any, over one closer to the grounds, or down town? EXPO.

[Our Chicago office is between the same east and west streets as the exposition grounds, and about two miles west. Electric lines, probably two of them, are to be run through to the grounds without change of cars via 61st and 69th streets. It is also expected that the South-side elevated will run from Wentworth avenue to the grounds direct via 63rd street, as the crowds from the city will be avoided on these lines. The facilities will be the best of any section of the city, and the distance two-thirds less than any other section except Hyde Park.

The same accommodations that we can secure in this section, (good rooms in fine residences) would cost double the price per day in the Hyde Park or "walking distance." In the immense rooming fire-traps, built especially for "herding" the greatest number of people into the smallest amount of space, probably as low prices could be obtained for our patrons as in Englewood, but we do not intend to engage such accommodations unless better cannot be found, and we think we can find them in Englewood.

The "within walking distance" accommodations are bound to be noisy, small and inferior, unless a price of \$2.50 to \$5.00 a day per person for a room is paid. Such prices will procure good rooms, which are limited in number. This section is quiet, healthy, clean and respectable. We made a thorough canvass of the city before deciding, and believe our selection will be fully endorsed by our patrons. Directions will be sent for reaching our office. ED].

### Our Boston Letter.

[From Our Regular Correspondent.]

BOSTON railroad men are just at present in a most uncertain state; this does not refer to the political complexion of the Old Bay State, but to the peculiar conditions existing regarding our New England railroads. It is a dull day when some deal is not consummated, or at least if not completed, "authentic rumors" are sprung upon astonished ears. The Boston & Maine and the New York, New Haven & Hartford have been doing rival swallowing acts, and at this writing honors are about even. Much that was not complimentary has been published regarding Archibald A. McLeod, but that intelligent gentleman has kept his counsels to himself, and in view of the very full hand of trumps which he holds to-day in the New York & New England matter one cannot help thinking of the oft-quoted maxim of "he laughs best who laughs last."

Of course these various consolidations mean that some of our city agents are to be squeezed out, offices will be abolished where competition ends, and others will be combined owing to the amalgamated interests. On the whole, the railroad business is "mighty on-sartin."

The World's Fair is the one prominent topic for discussion now among our Boston ticket agents, and the magnitude of the business of the coming summer is a matter of earnest conjecture.

At the agencies of those roads whose lines extend into Chicago there is already a large amount of advertising matter displayed, all suggestive of the great exposition. Even roads which are not usually classified as direct routes to the big city of the west are, at least for this particular season, making a specialty of running solid trains direct to the fair. All the New England trunk lines are, of course, legitimate routes to Chicago, and already each road is preparing for the expected rush.

Excursion companies are in clover, and have already made heavy bookings for their daily World's Fair trains, which are to be inaugurated May 1st. Meanwhile, people whose means are limited are hoping that later in the season causes may arise which shall force the rates down to a figure within their reach. Of course the amount of business can only be conjectured, but with all circumstances favorable the roads are liable to be taxed to their utmost capacity in transporting tourists.

Our city ticket agents are answering innumerable queries, ranging from the request



of a "down easter" who wishes to know if board in Chicago will be over \$5 per week, to the granger in northern Vermont who writes something like the following:

MR. JOHN SMITH,

Agent World's Fair Line, BOSTON:

*Dear Sir:*—Please answer the following questions about the big fair, which I see by my weekly paper they are going to hold out in Chicago next summer: If I go out on your line would there be any objection in my sleeping in the Chicago depot nights during my stay there. I attended the Centennial Exposition in Philadelphia in 1876 and had three admission tickets left over; would they be honored at the Chicago Fair? I notice the fair is to be held at Jackson Park, and I have heard tell as how my great uncle, Abimelech Jackson, settled in Chicago fifty years ago, and no doubt the park is named after him; will you please write the superintendent of the fair and see if I can get a discount on account of family connections.

Any other information you can give will be gratefully received by

Your obedient servant,

JOHN JONES JACKSON.

Great is Vermont and her maple sugar, but greater still is Chicago and her World's Fair.

Mayor Mathews has just sent a long communication to the Rapid Transit Commission, detailing a proposed plan whereby this vexed question can be settled in Boston. The plan is for an elaborate elevated system of a dozen miles in length, and involving the expenditure of about twelve million dollars. By it certain streets are to be widened, and in no instance is the present width of our streets to be contracted. Public opinion seems to be somewhat divided in the matter, some favoring the elevated structures, while others advocate underground roads, but all agree to the fact that something has got to be done very soon to settle the question of rapid transit in Boston.

Joseph W. Reinhart, who has just been elected to the presidency of the Atchison, Topeka & Santa Fe railroad, is a popular man in Boston, where he has resided the past five years or more; although but about forty years of age, Mr. Reinhart has had a wide and valuable railroad experience. He commenced railroading 24 years ago as a clerk in the Pittsburgh, Pa., office of the Allegheny Valley R. R., and rapidly passed through the various grades of chief clerk, division superintendent, and master of transportation. He has also performed valuable service on the N. Y., W. Shore & Buffalo R. R. and the Lake Shore & Michi-

gan Southern railroad. He was elected to the vice-presidency of the Atchison system in 1889, and that his services have proved valuable is demonstrated by his elevation to the head of that great system.

SPOKES.

The annual dinner of the Boston Railroad Clerks' Association is to take place April 15th. Grand President Treibler is expected to be present.

William G. Clapp, clerk in the freight department of the Boston & Albany R. R., was tendered a birthday party and reception recently, and he was the recipient of several valuable gifts.

Geo. F. Randolph has been appointed traffic manager of the New York & New England railroad.

In my next letter I hope to present to you several of our best known city ticket and freight agents in the railroad service.

ROUND.

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**Must Have the Cash.**

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EDITOR THE STATION AGENT:

We have no high-priced or antique mirrors to hang up here like the agent out west, but console ourselves with the following polite but pointed notices which have worked to perfection since coming into effect:

TO THE PUBLIC.

An agreement has been entered into by the undersigned agents of the Kanawha & Michigan and Ohio River railroads at Point Pleasant, that on and after January 1st, 1893, no shipment, or part of a shipment, will be delivered to a consignee until the freight has been paid on the whole; neither will a shipment to be forwarded, requiring pre-payment, go forward except on receipt of the cash. We are forced into the above action by the dilatory manner indulged in by some in taking up expense bill, thereby requiring us to carry a larger uncollected list than is acceptable to the management of our respective lines; and in some cases have resulted in a financial loss to ourselves personally. H. B. Asbury, agent K. & M. Ry., C. M. Whittier, agent O. R. R. R.

Yours,

CERTIFICATE 609.

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The Station Agent's World's Fair Office will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.



### Our New England Letter.

[From Our Regular Correspondent.]

[T was a tough winter, but at this writing there are signs of spring, and this does not refer to the threatened invasion of the crinoline fad either. No, the mercury in the little tube has actually touched 50° Fahrenheit, after having stuck sullenly below freezing for two months. The snow banks are slowly disappearing, rivers are on the rise, the birds are tuning up, and in spite of the fact that the weather bureau audaciously predicts "snow," I venture to reaffirm that there are visible "signs of spring."

The railroad committees of the various legislative bodies of New England are grappling with the usual large influx of sundry bills, drawn in the main to benefit the general public, but which actually serve the purpose of showing how ignorant the dear public is of practical railroad workings. A town dignitary from some little township among the New England hills conceives the brilliant idea that railroads should provide the traveling public with rubber life preservers, to be inflated and used in case of accident, and his numerous satellites catch eagerly at the idea, and at the suggestion of the T. D. send him to the state legislature to present his bill, of course paying all his traveling and hotel expenses; he, dear man, giving his valuable time for the interest of his native town; he presents his bill and it is filed, and of course he is obliged to remain in town to watch its progress. After several weeks' watching, during which time he manages to enjoy his sojourn in town, he is informed that the committee report "inexpedient to legislate," and he then returns to his townspeople with sundry remarks about that "fool legislature." I presume that certainly fifty per cent. of the bills presented to the committee on railroads in our legislatures are entirely impracticable, and some of them absurdly so.

"Ladies' night" of the New England Railroad Agents' Association is sure to be an event of more than passing note. This interesting occasion took place this year at the United States Hotel on the evening of February 15th, and the usual success attended the gathering. About fifty agents, with their wives or sweethearts, were present, and the programme as prepared by the committee, announced in our last issue, was happily carried out. The banquet hall of the hotel was handsomely decorated for the occasion. After the tables had been cleared, a musical and literary entertain-

ment was greatly enjoyed by all present. Among the guests of the evening were Supt. H. B. Chesley, of the Boston & Albany R. R.; Supt. C. A. McAlpine, of the Old Colony R. R.; John A. Ackley, New England agent the Pennsylvania R. R., and W. P. Este of the *Boston Herald*.

The 11th annual meeting of the New England Railroad Club was held at the United States Hotel, Boston, March 8th. At the business session it was voted to hold regular meetings monthly, instead of bi-monthly, hereafter. The annual report of secretary and treasurer showed a membership of about 200, with a balance in the treasury of \$151.16. Officers were elected as follows: President, John T. Chamberlain; vice-president, L. L. Butler; secretary and treasurer, Francis F. Curtis; executive committee, the president, L. D. Adams, James N. Lander, J. W. Marden, F. M. Twombly, L. M. Butler, George Richards, John Medway and Orlando Stewart; finance committee, the president, George B. Swett, John Kent, A. G. Barber, Henry L. Leach, Daniel S. Page, Isaac N. Keith, Charles Richardson, George H. Wightman. After the business session a discussion was held on the following topic, "Air brakes, with special reference to their application to the front wheels of a locomotive." Among those who took part in the discussion were J. N. Lander, master mechanic, Old Colony R. R.; J. W. Marden, supt. car dept., Fitchburg R. R.; Henry L. Leach, of the Fitchburg R. R.; Mr. Rogers, of Troy, N. Y.; Mr. Packard, of the New York Central R. R., and others. The discussion at the April meeting will be on "The Continuous Heating of Passenger Trains."

#### ROUNABOUT OBSERVATIONS.

A well-known freight man—"Bill o' lad-ing."

An authority on punch—the passenger conductor.

Getting on the train—the awkward man at the ball.

Switch locks—inquire at the hair store.

Arranging the bangs—placing torpedoes on the track.

"Tender memories," by a retired fireman.

Piping times—in the smoking car.

Troubled with the grip—the baggage master of the crowded baggage car.

A popular fellow—"Bill o' fare."

How to make a head-light—drink two bottles of champagne, and there you are!



## RECORD OF A MONTH.

A. A. McLeod assumes control of the New York & New England R. R., as the wise ones predicted.

The Consolidated and the Boston & Maine have "come to an understandin'."

Even the electric and the horse railroad systems are consolidating.

Joseph W. Reinhart has been elected president of the Atchison, Topeka & Santa Fe railroad, with headquarters in Boston. W. A. Burroughs of Boston is elected assistant general auditor.

W. C. Hall has been appointed ticket agent of the Fitchburg, Boston & Maine and Connecticut River railroads at Keene, N. H.

A. C. Lonin, travelling freight agent of the Fitchburg R. R., is spending a month at Bermuda for his health.

Dennis Colgan, for 38 years a drawtender at the railroad bridge in Bridgeport, Conn., died March 13th. During his long service he had saved many lives, and in June, 1867, when an express train entered the bridge while the draw was off, Colgan, by quick action, closed the draw, being obliged to drop into the water to save his life; in recognition of this act the railroad presented him with five shares of stock. He accumulated a fortune of about \$100,000.

E. W. Jenkins, formerly agent of the Boston & Maine R. R. at Wolfboro, N. H., has been appointed freight agent of the same road at Woburn, Mass.

W. E. Rogers has been appointed agent of the Fitchburg R. R. at White Creek, N. Y.

The Boston & Maine R. R. are planning the erection of new depots at Manchester and West Manchester. The Gloucester branch of the same road is being double-tracked.

Here is something novel in the way of invention, as described by the *Boston Herald*:

"A novel, but very sensible, application of electric lighting to railway cars has been brought out in Boston, and has had a practical test. It is the location of a lamp and reflector just under the sill of a passenger car, close by the steps. As the train approaches a station at night the brakeman turns on the current, and passengers have a clear view of the steps and station platform. The reflectors are placed in a lantern 7x7x7 inches, and are made up of a number of reflecting facets or mirrors so arranged that the light will not be thrown in the eyes of passengers or others approaching the train, but will properly diffuse the

light downward and outward where it is needed. The lamp is a 16 C. P. incandescent bulb. The glass of the lantern case is semi-cylindrical in the front, so that there will be no shadows thrown by uprights or supports of the lantern body itself. The cost of equipment is about \$90 per car, and the cost per night, on a train making 45 stops, was only 20 cents."

E. D. Clark has been appointed agent of the B. & M. R. R. at Danversport, Mass., vice J. F. Verry, resigned.

Mr. Patridge, of Biddeford, Me., is the agent of the B. & M. R. R. at Groveland, Mass., in place of H. K. Hoyt, resigned.

Among the deaths of the past month was that of Alfred F. Patten, freight master of the Concord & Montreal R. R. at Manchester, N. H. He was 66 years of age, and had been employed by the railroad for 44 years.

The small station building of the Central Massachusetts R. R. at South Clinton, Mass., was destroyed by fire, March 8th.

Freight Agent F. L. Hutchins, of the Boston & Maine R. R. at Worcester, Mass., resigned March 1st, and is succeeded by his chief clerk, William G. Cummings. Mr. Hutchins has held the position for about 8 years.

John J. Purcell, chief baggage master of the Kneeland Street, Boston, station of the Old Colony R. R., died March 7th at his late residence in Boston. He has worked for the Old Colony railroad since he was a boy.

Geo. C. Lord, formerly president of the Boston & Maine R. R., died at Newton, February 23rd. Mr. Lord had an extended connection with railroad interests, having served as a director of the Boston & Maine R. R. and the Maine Central R. R., and having large interests in the Atchison, Topeka & Santa Fe R. R. His death occurred on his 70th birthday.

The new terminals of the Boston & Maine R. R. in Boston are in rapid process of construction. The Fitchburg railroad is to rent a portion of the new depot, and thereby several dangerous grade crossings are to be done away with.

The Brookline branch of the Fitchburg R. R. is to be extended to Milford, N. H., during the coming season.

World's Fair business is beginning to boom.  
G. A. R.



## OUR LEGAL DEPARTMENT.

### IMPORTANT DECISIONS AFFECTING RAILROAD INTERESTS.

**CARRIER—LOSS BY FIRE OF CARLOAD OF LUMBER—LIABILITY.**—A railway company's liability for a carload of lumber burned on one of its side tracks is that of a warehouseman or bailee and not of a common carrier where the intending shipper, after loading the lumber on the car which was pointed out to him by a freight agent, did not notify the company of its readiness for transportation or of the consignee.—[Sup. Ct. N. C. *Basnight vs. Atlantic & N. C. R. Co.* 16 S. E. Rep. 323.]

**RATES—DISCRIMINATION—SHIPPER AGREEING TO FURNISH RAILROAD WITH TIES AT LESS THAN MARKET PRICE.**—The court at the request of the appellees instructed the jury in substance that a carrier cannot rightfully establish rates in order to keep on its line material for which it has use or to keep the price low for its own advantage; that the producers are entitled to sell it when they wish and in the most available market. Common carriers are forbidden to attempt this by applying disproportionate or unreasonable rates.

It is contended by the appellant that there was no evidence in the cause to which this instruction could apply, but we think otherwise. The fact that the appellant made a contract with Dickerson for cross ties, to be used by it, at less than the selling price, and then discriminated against all other dealers in such a manner as to drive them from its road, authorized the inference that one object in view was to keep the ties it desired to use upon its line and to keep down the price. We think the instruction stated the law correctly and that it was applicable to the evidence in the cause.—[Sup. Ct. Ind. *Louisville, Evansville, etc., R. Co. v. Wilson*, 18 L. R. A. 105.]

**UNLAWFUL OBSTRUCTION OF CROSSING BY FREIGHT TRAIN—TEAM FRIGHTENED BY PASSING TRAIN.**—The obstruction of a railroad crossing by a freight train for a time longer than the statute allows may be a concurrent cause with smoke, steam and noise of another train in frightening a team which is waiting to cross and render the railroad company liable for the damages thus occasioned where the team would not have been frightened by the other train if it had not been concealed from view by the freight train which obstructed the crossing.

Whether a freight train obstructing a highway crossing did or did not give to the noise,

steam and smoke of another passing train a character which they would not possess in the absence of the obstruction so as to make a concurrent cause of the frightening of a team is a question for the jury where there is evidence that the team was accustomed to trains.

The question whether or not the result could have been anticipated is not the test of liability for an act which is negligence per se, but the person guilty of it is equally liable for its consequences whether he could have foreseen them or not.—[Sup. Ct. Mich. *Sellick vs. Lake Shore & Michigan Southern R. Co.*, 18 L. R. A. 154.]

**REFUSAL OF CARRIER TO DELIVER GOODS TO MORTGAGEE.**—Where goods have been delivered to a carrier for transportation, a demand thereof under a mortgage given by the consignor will not render the carrier liable on its refusal to deliver to the mortgagee, where the demand is not under any legal process. The court said in part: It is conceded that under the stringent rule of the common law a common carrier is liable as an insurer for goods committed to his charge for transportation, and nothing but the act of God or the public enemies will excuse him for failure to deliver the goods at their destination to the person to whom he has contracted to deliver them—the consignee. Under this rule it is very obvious that the carrier would be liable to his bailor even if the goods were taken from his possession by process of law, and much more so if he voluntarily delivered them to the true owner, for this would not be either the act of God or of the public enemy. But it is claimed, and we think justly, that this stringent rule has been modified so as to excuse the carrier from liability where the goods have been taken from his possession by process of law, provided the carrier gives prompt notice of such seizure to his bailor. \* \* \*

It seems to us that the whole case turns upon the question whether a carrier, resting under very stringent obligations to his bailor, is bound to assume the burden of proving that a third person who makes a demand upon him for goods intrusted to him for transportation, not enforced by legal process, and of showing not only that such third person is the rightful owner but is also entitled to the immediate possession of the goods. It seems to us that common justice would require that such burden should be assumed by the claimant, who is most likely to have the means of meeting it, and not upon the carrier, who cannot be supposed to know anything about the real own-



ership of the goods, and has a right to assume that the person from whom he received possession of the goods was such rightful owner; possession of personal property being evidence of title. The most that could be properly required of the carrier would be to hold the goods, notifying his bailor of the demand which had been made upon him, and let the claimant contest with the bailor the question of ownership. Under these views we do not think that the judgment below can be sustained. The goods were not seized or demanded under any legal process. The fact that the person selected as the agent of plaintiffs to enforce their mortgage claimed to be a constable cannot affect the question, for even where a mortgage of personal property is placed in the hands of the sheriff with instructions from the mortgagee to seize and sell the mortgaged property the sheriff does not act officially, but merely as the private agent of the mortgagee.—[Sup. Ct. S. Car. Kohn vs. Richmond & D. R. Co., 16 S. E. Rep. 376.]

**INJURY TO SHIPPER RIDING IN CAR WITH STOCK—CONTRACT OF SHIPMENT.**—In an action against a railroad company for injuries received by a passenger who was riding in the same car with two stallions which were under his charge, where the contract of shipment forbade plaintiff from riding on the same car with the horses, it is proper to allow him to show that it was necessary for someone to be in the car with the horses, and that it was the custom of the railroad company to allow shippers of such stock to ride in the car with them.—[Sup. Ct. Ill. C. B. & Q. R. Co. vs. Dickson, 32 N. E. Rep. 380.]

**CONDITION LIMITING LIABILITY FOR GOODS.**—A common carrier may stipulate, in a contract of shipment to a point beyond its line, that it shall be released from liability after the chattels shipped have left its line, and such stipulation will result to the benefit of a connecting carrier over whose line the chattels pass, exempting such carrier from liability for loss, except that which occurs on its own road.—[International & G. N. R. Co. vs. Mahula, Civil Court of Appeals of Texas, 20 S. W. Rep. 1002.]

**BAGGAGE — PERSONAL EFFECTS AND MERCHANDISE—LIABILITY FOR LOSS.**—Cullom was a commercial traveler in the employ of the plaintiff and was returning to New York after a trip to the Pacific Coast, California and Oregon. The ticket purchased by him entitled him to have 150 pounds of personal baggage carried with him upon any train without extra compensation; while for his baggage

in excess of that weight an excess baggage charge is made at a rate per 100 pounds according to the distance. When Cullom reached Chicago he had four trunks, which he had brought from the Pacific Coast. Three were the property of the plaintiffs, and the fourth belonged to the American Hosiery Company and the New Britain Company, and he was bringing them for these parties to deliver to them when he got to New York. In the three trunks belonging to the plaintiff Cullom had some of his personal effects. Soon after purchasing his tickets Cullom took these trunks to the depot and had them checked from Chicago to New York as his baggage.

Cullom further testified that he took the trunks to carry with him as baggage on the train and received a cardboard receipt or check, dated on that day, showing the payment of \$16 for the transportation of the baggage in question from Chicago. On April 28 an accident occurred to the train in which Cullom had taken passage by which the baggage car was destroyed while on the Grand Trunk railway. This action was brought to recover the value of the baggage and merchandise contained in the four trunks, the causes of action having been assigned to plaintiff. Upon the trial the court directed a verdict in favor of the plaintiff for the samples belonging to the plaintiff and for the personal baggage of Mr. Cullom. There is no claim whatever that any statement was made that any part of this merchandise was owned by anybody else but by the passenger Cullom; and there is nothing from which it can be inferred that he undertook to carry this merchandise as freight. On the contrary it is taken as baggage, it is checked as baggage, it is paid for as baggage and it was represented to the company by Cullom that it was his baggage. Therefore there was no contractual relation entered into by the predecessor of the defendant with Cullom, as the agent of the plaintiff, in respect to the merchandise belonging to him, giving the most liberal construction to the testimony possible.

We think therefore that the court erred in directing a verdict, and that the complaint should have been dismissed in respect to the merchandise belonging to others than the passenger, and the question of notice as to any other merchandise which may have belonged to the passenger submitted to the jury.—[Sup. Ct. N. Y. Talcot vs. Wabash R. Co. N. Y. L. Jour. 939.]

**MISTAKE IN TICKET—NEGLIGENCE OF PASSENGER—EXPULSION FROM TRAIN.**—The face of the ticket is conclusive evidence to the cou-



dactor of the terms of the contract of carriage between a passenger and the carrier.

A passenger in getting on a train with a ticket which he knows does not on its face entitle him to passage is guilty of negligence as a matter of law which will bar a recovery for his expulsion, although after discovering the defect he sought to exchange it at the ticket office and was told by the person in charge that the agent who had authority to change it was out, but that he thought it was all right and the conductors would understand the mistake.—[U. S. Cir. Ct. App. Poulin vs. Canadian Pac. R. Co. 52 Fed. Rep. 197.

**LOSS BY FIRE OF GOODS WRONGFULLY DETAINED.**—A carrier's neglect and wrongful detention of goods in its depot after the consignee has called for them and been told that they have not arrived makes the carrier liable for the loss as warehouseman, although the fire was not caused by its negligence. This suit was brought by J. W. Kelly before a justice of the peace to recover from the East Tennessee, Virginia & Georgia Railway company the value of five barrels of whiskey. He recovered judgment for \$492, and on appeal the circuit court sitting without a jury affirmed the magistrate's judgment, adding interest thereto. The railway company has appealed in error, and in this court as below, denies the liability either as common carrier or warehouseman. Kelly purchased five barrels of whiskey in New York and caused them to be consigned to himself at Chattanooga, his place of business. The East Tennessee, Virginia & Georgia Railway company was the last carrier over whose line the goods passed. On the 24th of April, 1891, that company unloaded the whiskey from its car and stored the same in its depot at Chattanooga, where it remained until the morning of the 29th of the same month, when it was destroyed by fire. Kelly, through his drayman, called at the depot and demanded the whiskey on the 25th, 26th, 27th and 28th of April, generally twice a day, and was each time told by the company's agent that it was not there. How the fire was produced is not disclosed. Under these facts the railway company is not liable as a common carrier. Its carrier responsibility terminated when the goods were safely stored in its depot and before they were destroyed. *Butler vs. East Tennessee & V. R. Co.* 8 Lea, 32; *Southern Exp. Co. vs. Kaufman*, 12 Heisk (last paragraph) 165. We are aware that the authorities are in a state of irreconcilable conflict on this question, several of the states having followed the lead of Massachusetts in holding that the

liability of the common carrier as such is ended when the transportation is completed, and the goods are safely stored; and several others having given their sanction to the doctrine announced in New Hampshire, to the effect that the carrier's responsibility continues until the consignee has had a reasonable opportunity, after the arrival of the goods, to receive them. Discussion of the respective considerations upon which the two rules are rested by their opposing adherents will not be indulged in in this opinion, since this court has heretofore adopted the Massachusetts rule, and no sufficient reason for changing the precedent already established is perceived.

In this case there is no proof as to the cause of the fire, hence the defendant is not chargeable with negligence in causing it. Mere proof of the fire and destruction of the goods does not show negligence. *Louisville & N. R. Co. vs. Manchester Mills*, 88 Tenn. 653; *Lancaster Mills vs. Merchants' Cotton Press Co.* 89 Tenn. 36. Therefore if the plaintiff succeed he must do so without reference to the cause of the fire.

Had the defendant delivered the goods they would have been removed and the loss averted. The neglect and wrongful detention of the goods, and that alone, exposed them to the fire, and but for that detention they would not have been destroyed though the fire did occur. Thus it becomes obvious that the negligence of the railway company was the proximate cause of the loss. The causal connection between the failure to deliver the goods and the injury to the plaintiff is complete.—[Sup. Ct. Tenn. *East Tennessee, V. & G. R. Co. vs. Kelly* 17 L. R. A. 691.

### The Source of all Knowledge.

A CONTRIBUTOR, in sending in his guess on the opening day attendance at the World's Fair, writes:

"If I have not used the proper *modus operandi* for entering my guess, please give me the proper method of doing same so I can get there with both pedal extremities. If you know just how many will be there at opening day let me know. If not, I will write to a Broad street, Philadelphia, ticket agent, because, of course, he knows just how many will be there, or should know it."

How is this, Captain Cadwallader?

See that your neighbors and friends are informed in regard to THE STATION AGENT Locating Bureau.





Hereafter be courteous, even when it becomes a painful necessity for you to refer to the other fellow as an idiotic ass without the first glimmer of ordinary intelligence. Now, don't couch your remark in any such unseemly language. Refer to the individual as an "intellectual blonde." This will cause comment, and you will have an opportunity to explain that the party in question is *light headed*. Thus will the laugh be directed upon your adversary without loss of dignity on your part.

Young man, when you call on any young lady, except the particular *one*, don't stay too late. Even with the *one*, protracted visits are apt to bring forth sarcastic remarks from other members of the family, and references to the "morning paper," "milkman," etc., have been known to cause estrangements between two loving hearts that might otherwise have thumped in unison for the balance of their respective existences. An incident of my youth is recalled in connection with this subject. I had made a call and stayed late. She was tired, but polite. It was midnight and I asked her to sing. "Not now," she replied, "but if you will stay a little longer, I will crow for you." That girl never knew how near she came to having the pleasure of darning my socks for the balance of her life.

Women are not naturally parliamentarians. Here's an incident. It was a women's club, and there was an exciting fight on hand. She had made a motion, and the "ayes" were being counted. He whispered, "Your supporters are on the floor." And to this day he does not understand why she blushed so violently and hurriedly glanced down at her feet.

It is strange what pleasure a woman will take in getting ahead of a railroad company. For instance, this clipping from a Texas paper:

Not long since I took a train on the N. C. R. R., leaving Austin at 7:00 A. M. In front of me sat a lady and a boy. The conductor came along, punched her ticket and asked, "How old is the boy?" "Ten years old to day," said she. "We collect half fare for all children ten years old or more," said he. The lady hesitated, colored somewhat and answered, "He will not be ten until about eight o'clock tonight." The conductor colored also and passed on, while the passengers smiled.

This man's wit ought to earn him the \$10 speedily.

Flipkins was passing along the streets and saw a trunk outside the door of a dealer bearing the legend, "This size for \$10." "So do I," said Flipkins.

Hardened sleepers are in demand by railroad companies. If any general manager will confer with us we will inform him where enough material can be found to supply the demand for years. We haven't been attending church in various parts of northern Ohio for years past without observing the effect of long sermons on a large part of the congregation.

An exchange quotes a philosopher as saying that a man is, after all, of no very great account.

There are three important times in his life—when he is born, when he marries, and when he dies. But even then his personal importance is overshadowed by the curiosity to know whether he is a boy or a girl, what the bride wore, and how much he left in his will.

A west-bound train on the Pitchburg railroad had just drawn out of Athol not



long ago, says an exchange, and as the conductor entered one of the cars he found among the new passengers a young man respectfully dressed, and apparently of ordinary intelligence.

The conductor halted to take up the young man's fare, and the latter handed him a ticket to Miller's Falls, and with it a cent. For a moment the conductor suspected a joke, but a look at the passenger's face convinced him to the contrary.

"What is this cent for?" the conductor asked.

"Why, I see," answered the young fellow, "that the ticket isn't good unless it is stamped, and as I don't happen to have a stamp with me, I give you the cent instead. You can put it on, can't you?"

The good-natured conductor handed back the coin with a smile, remarking that it was a small matter and he would see that it was all right.

\* \* \* The art of confusing one thing with another flourishes in every country in the world. It was in Canada, for instance, that a newspaper advertisement of a nursing bottle concluded as follows:

"When the baby is done drinking it must be unscrewed and laid in a cool place under a tap. If the baby does not thrive on fresh milk it should be boiled."

But it was a Boston paper which contained an announcement that certain gentlemen had "filed a remonstrance to the proposed widening of Chestnut Hill avenue with the Brookline selectmen!"

\* \* \* Even level-headed ticket agents are apt to make mistakes occasionally. A Washington paper tells a good story at the expense of a Washington agent:

Secretary Lamont may be a bit surprised to learn that he was under surveillance as a confidence man on one of his recent visits to the "little white house" at Lakewood. It was this way: Colonel Lamont reached the ferry too late to buy a ticket for Lakewood. He slapped down 3 cents and sprinted for his boat. When he reached Jersey City he asked for an excursion ticket to Lakewood and threw down a ten-dollar note in payment. Before Ticket Agent Bird could get the change Colonel Lamont in his haste had left the window. Mr. Bird didn't know the impetuous Colonel and he shouted out:

"Here, there! don't you want your change?"

Colonel Lamont rushed toward his train without responding. Mr. Bird suspected that there was a screw loose somewhere. The man's actions were a little mysterious. So Mr. Bird put on his coat and rushed after him, catching Colonel Lamont as he was entering the car.

"Here, you," said Mr. Bird, "you forgot your change."

"Oh, did I?" replied Colonel Lamont, carelessly, as he held out his hand for it.

Mr. Bird was certain then that this man needed watching. He called the conductor of the parlor car to one side, and, pointing out Colonel Lamont, said:

"I wish you would watch that man. I think he may be a crook."

The conductor appreciated his responsibility, and he looked at Colonel Lamont so closely and so often that the Colonel finally changed his seat. Then the conductor walked past him half a dozen times, and saw that he seemed to be thinking very hard. When Lakewood was reached and Colonel Lamont left the car the conductor followed him, debating whether he should get the station agent to cover the stranger or whether he should boldly ask him what his business was. When the conductor saw Mr. Cleveland step forward and greet the suspect as "Dan" he came to the conclusion that the laugh and anything else he could get was on Ticket Agent Bird.

\* \* \* There are times in every man's life when either his conscience, his regard for public sentiment or his meager vocabulary stand in the way of a full expression of his true feelings. Not long since, says a Chicago paper, a well-known railroad official of sedate and sidewhiskered appearance sat down with great violence on the sidewalk near the corner of State and Madison streets, to the serious damage of an irreproachable suit of black and a shiny silk hat.

As he rose slowly to his feet, picked up his demoralized hat and looked about him, his face purple with wrath, his lips firmly compressed, the veins in his neck swollen, his features working as if in an epileptic fit, and his fingers opening and closing as though moved by an uncontrollable impulse to clutch something or somebody, a young man who was hurrying along slipped and fell at the same place on the sidewalk where the gray-haired and sedate old party had come to grief.

"Blankety-blank the dad-binged, billy-bedad-busted slippery old coal-hole covers to stagnation and back again!" he vociferated, picking himself up.

"Young man," exclaimed the elderly victim, grasping him fervently by the hand, "I thank you! You have saved my life!"

\* \* \* A telegraph operator at Sedro, in the Evergreen state, who has grown very tired of answering foolish questions, has posted the following, written on a typewriter, just outside his office window: "Notice—Yes, your message will go at once. It will be sent immediately. In fact, we send all messages as soon as we can. We know you wish your telegram sent at once, otherwise you would write. Special Notice—The Supreme Being only can inform you when you will receive a reply."—*Northwest Magazine*.

**The Station Agent's World's Fair Office** will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.





### Greeting.

WIVES, daughters, sisters and mothers of the great army of agents, these words of greeting and—yes, of apology—are for you; for we are suffering from most painful compunctions of conscience for having neglected you so long. We now, therefore, have decided to make our most respectful bow to you one and all, and say "Let us be friends and after this chat and correspond after the fashion of all friends." Now, you know that such chatting and corresponding is never all on one side, so we cordially invite you, young and old, to open your budget of thoughts to us, whatever they may be, grave or gay, complimentary or otherwise. Tell us what you think of us and THE STATION AGENT. Don't think by this that you must make us a confidant as to what you may think of your own particular *Agent*, but about the one all universal, impartial "*Station Agent*" that calls upon you once a month from Cleveland, Ohio. After this you will find that this visitor will bring you all something of interest. We will endeavor to make this the spiciest and best corner of our magazine. We shall cull for your benefit the best thoughts of the best writers of the day. Whatever we can find or think of which will make your homes brighter, happier and more beautiful we shall send you from month to month. In this we want your co-operation and helpful suggestions from you all—not useless gossip, but strong, cheery words which come from the heart and go to the heart. Talk as one woman talks to another of your plans for brightening your homes and your lives, of all that will elevate you and yours in your domestic

life. Let us find out what each one needs and then try to supply that need. We want you to find something in this corner for every department of home life, beauty and utility, wit, wisdom, amusement and instruction, and we feel sure that in this way THE STATION AGENT will hereafter be as welcome a visitor in the home as it has heretofore been in the office, and that it will be the means of establishing a new tie of common interest to bind the husbands and fathers to the wives and children.

To a certain extent our space is limited and we cannot go into the extended discussions that family journals take up, nor give too much attention to fashions and feminine gossip. Indeed, we feel that fashion is not within our province and we shall leave it alone. The wives and daughters of our readers know what to wear and when to wear it without suggestions from us. But we want each month to have as much matter as possible that will interest our feminine readers and make them look for us at all times of the year instead of on the occasion of the annual conventions of the association to which the masculine representatives of their families may belong.

We want all our readers of the fair sex to take an interest in this department. Give us suggestions as to features which would be of interest to you and to others. Let us speedily hear from you all. We shall expect many good things for next month.

### THE CHILDREN.

Now that we have shaken hands with the "grown up folks," we instinctively turn about to find the children, for we do not intend leaving them out of the good times ahead of us,



for while we delight in happy, untrammelled childhood, we also have a most emphatic reminder as the birthdays roll by, that it won't be very long before many of these same boys and girls will be clerks and agents, perhaps, and we will want them to subscribe to THE STATION AGENT. We want to educate them now so that they won't be able to get along without us in the future. So we shall always have a little space devoted to their interests. They are only "the children" to-day, but they are the coming men and women of our nation and as such are deserving of our respect. I have noticed that the children whose rights and feelings are respected by those who have charge of them, whether parents or teachers, are in turn always respectful, and to a certain extent dignified in their dealings with their companions and eminently so with their elders. Children are natural imitators, and are inclined to speak as they are spoken to. There are, of course, exceptions to this rule, but it can be verified by any person who will take pains to look into the matter. The present duty to the children in our homes is ours. Their future destinies are in the hands of God; but it is our privilege to so shape the pliant lives of our children that they may become each and every one a power for good wherever they may go as men and women. Come what may to us and our children, let us hold fast to love. We can win by tenderness and conquer by forgiveness, and what we ourselves really are, somehow or other, will come to the surface in look, tone and action upon those who are thrown in contact with our daily life. Whatever else we do we should endeavor to show that we trust our children. I believe universal distrust would ruin the character of the best child on earth. Universal trust between parents and children would make a heaven on earth of almost any home. Doubt of a child's ability to be all you desire that child to be, cramps and withers that child's best energy. "Belief is power," and will bring strength to perfect the latent possibilities of childhood. So, let us show an interest and confidence in the children. We will do our part by giving them a little corner in this, our new family department.

#### DESTROYERS OF DOMESTIC EDENS.

More Edens are destroyed by mosquitoes than by serpents, wisely remarks Ella Wheeler Wilcox, in the *Ladies' Home Journal*. Since Satan gained such notoriety by assuming the form of a serpent ever so long ago, and entered the garden of Eden, he has become even more wily and cautious, and assumes all sorts of

shapes to deceive mankind. Almost every day we can see by looking about us that he infests nine Edens in every ten in some lesser guise. The buzzing, tormenting insects of ill temper, and misdirected, uncontrolled dispositions, are his most frequent "make-ups." He is always lurking around the gates of the new Edens, where brides and grooms enter, and one of his favorite occupations is assuming an invisible form and whispering in the ear of a bride that she must be exacting in her demands, and act as her husband's keeper, and insist on his giving up all his old freedom and all his old pleasures. Then he goes to the husband and whispers in his ear that the wife is the husband's property, the same as horse, gun or dog, and that he must so regard her. That he must hold the pursestrings and compel her to ask for every cent she uses, and that he must laugh or sneer down all her little efforts at culture and progress, and that he must always make her feel that her duties are mere child's play compared to his labors, and that she has no right to be tired with so little to do.

Irritable tempers ruin many a Paradise. Not the tempers that are like great cyclones, hurling devastation all about and then dying out as suddenly as they were aroused, to be followed by great calm and amiability. Such tempers are the result of a lack of proper training and control, and if allowed to rule the brain, lead to insanity.

Bad as they are, they are not so bad to live with as the disagreeable temper, which never gets beyond petulance and irritability, and which never subsides so completely that it may not be aroused by the mislaying of a book, or the accidental slamming of a door.

It is like living in a den of snarling animals to live with a person who has this sort of temper. Many an Eden is destroyed by it, while the possessor prides himself upon being a good Christian, and doing his whole duty by his family. Yet if the soup lacks a little salt, or contains a little too much pepper, if a meal is a moment delayed, if a child is noisy in its mirth, if a drawer sticks, or a door slams, or a chair creaks, each trifle calls forth an exhibition of disagreeable temper which ruins the comfort and peace of the household for an hour. Many a woman is addicted to this sort of temper and calls it "her nerves," and considers herself the most devoted wife and mother in the world. Yet if she is obliged to delay her dinner for any member of the family, if she is called from one task to perform another, if the children scatter their playthings, or leave their schoolbooks in the parlor, she indulges in such petulant scolding that



a gloom settles over the whole household. She would consider it no difficult thing to die for that household if it were demanded of her. But to control her irritable temper is a task too great to demand of her. And so the Eden is destroyed and the children grow up eager to get out of the home where everything is uncomfortable, and the parents wonder why all their sacrifices are so poorly appreciated, why their children, for whom they have toiled and saved, seem to care so little about their home, and why they seem so anxious to seek pleasures elsewhere.

The mother who is always complaining of the hardships of housekeeping is another good-intentioned and kind-hearted person who thoroughly destroys her Eden. We have all known her, heard her, suffered in her cause. She sets her house in order with the most scrupulous care; she takes pride in having everything as neat as wax; she is an expert cook, and her husband and children gather about the table with hearty appetites and keen appreciation of the dishes she has prepared. But the groan with which she seats herself, the weary expression she assumes takes the edge off their appetites.

"I am too tired to eat," she says, and if a dish is praised she replies, "Well, it ought to be good—it was hard enough to prepare it."

The husband feels like a brute for having enjoyed his dinner at such a cost to her, and the children feel ashamed to be happy at the table when "mother is tired." They grow to feel a hatred for the neat parlor and orderly rooms when they hear her say, "Now, don't litter up the house, for I have half killed myself to-day setting it in order."

Alas for the homes so often made unhappy by this manner of woman. Far better had she been idle and amiable, and given her husband and children the memory of a less orderly, but more cheerful home. I would rather beg my bread from door to door, or eat crusts sitting in a dark corner surrounded by amiable and cheerful souls, than to dine off dishes of gold and feast on sumptuous fare, and hear the sighs and groans of those who prepared it.

#### A HINT FOR MORNINGS.

The finest compliment I have ever heard paid to a woman, says a writer in an exchange, was by her husband, and he said in speaking of her: "We always think of her as a morning-glory, because she looks so bright and cheery and pretty at the breakfast table." About how many women can this be said? How many breakfast tables are presided over by

women, who, it is possible, may have troubled themselves to be cleanly, yet make no effort to be dainty, and there are a great number who are at once untidy and even uncleanly to look at. The claim that household duties keep women from looking well in the morning is easily disproved, for in many a household where the lady gives a helping hand in the kitchen, a big apron will thoroughly protect her dress and then too, cooking, unless one makes it so, is never dirty work.

That woman commits an error who looks uncared for and badly dressed in the morning. The other woman, who wears any old thing to the breakfast table, is also making a mistake, for that is the time when the men of the household ought to see a woman at her best, and not specially rely on her appearance in the evening when the soft and charitable light of the gas will hide many defects. Our English cousins are greatly given to wearing little breakfast caps, and for my own part I think they are decidedly pretty, usually becoming because of their lace and ribbon, and give just a touch of elaboration to what may be a very simple frock. And these bits of coquetry are desirable, for, like flowers, they suit all ages.

In the summer time the wise woman has her morning dress of cotton, and during the rest of the year of one of the light-weight wools. Flannel I object to because it always has a dressing-gown appearance, although in the solid colors some of the smooth-faced flannels are very effective. I think, probably the best material and the cheapest, because of its great width, is cashmere. Henrietta cloth is to be commended, but one is more apt to get that for a walking, than for a house dress. I do not advise the use of dull colors, that is, the unhealthy dim greens, the sulky looking browns, or some of the blues that seem as if they expressed a state of mind rather than a tone. If a dark color is to be chosen I advise black, but generalizing I would say select a bright, dainty color that is becoming, and that will make you look as young and as pretty as possible as you preside over the coffee. Just remember that you need never expect the small people of your establishment to come to the table with shining faces and careful clothes unless you yourself set them the good example—that good example which goes so much further than all the preaching in the world. Make your appearance the text and your little congregation will soon harmonize with you, as often as not from very pride. But pride is not to be put down when it means the doing that which is right.



## MANAGING A HUSBAND.

Since the world began, says Octave Thanet, women have influenced men. Yet it is as easy to overrate the influence of the sex as to underrate it, as the girl who marries a man to reform him generally discovers. It is a vitally important question that women have pondered with tears and prayers: How shall a wife keep her influence over the man who has won her?

Every bride knows her power; every wife comes to know her weakness. A good proportion of the heartbreak of early married life is due to the ferment of this knowledge. The poor child whose lover gave up his cigars and his club with such angelic meekness, finds that her husband can smoke like a chimney, and leaves her alone nights in order to spend the evening with his men friends. She imagines that he cares less for her than he did, which is a mistake, in most cases; seven out of ten men love their wives better than their sweethearts. It is simply that her presence is not the absorbing excitement that it was when love was new. The chances are that the wife is become a dozen times more necessary to the man than ever the sweetheart could have been. He would feel her death far more keenly, but he does not need to adjure his heart to "sit still" whenever his fancy summons her image. In short, she is become the bread of existence in place of the elixir. Now, most of us who have sense would prefer to be bread rather than elixir; but there is no question that more fuss is made over the elixir. The heart of woman turns with a homesick yearning to the delicate courtesy, the tenderness, the thousand endearments of that enchanted time when her husband was her lover. How keep him her lover?

There is only one halfway house where Love, on his swift progress from intoxication to indifference, may be arrested and so happily entertained that he will rest contented until Death comes to summon him; that resting place for Love is Friendship.

But how shall a woman make her husband her friend? There is one indispensable quality of a happy friendship that many women neglect—interest. Assume that the wife has her husband's respect, assume, further, that she makes him comfortable (a matter of vast importance), all the same, the poor fellow, when home, may be bored to death. The house is delightful, the dinner has aroused all his virtuous instincts by its excellence; Madame, his wife, possessor of all the virtues, looks very pretty over her embroidery; but—but—after she has told him about the baby's stretching out its little arms, and Tommy's

wonderful cleverness in the kindergarten and the stupidity of Emma, the waitress, and the "perfectly awful way" the new furnace consumes coal, there falls a pause like a wet blanket. He cannot spend a whole evening over the newspapers, even the folios that we so name. Madame does not care a rap for politics, she does not understand business (and after certain memorable efforts to enlighten her he feels that he does not want the martyr's crown enough to continue her financial education), she is not fond of games, and he is not fond of books, so, after a while, he kisses her, and goes off down town "on business."

Were she as wise a woman as she often is good, she would look about her to discover among her friends what women most successfully hold their own against the outside tempters of their husbands. She would throw her theories into the waste basket, and make a fresh set of facts seen by her own eyes. I think she would discover—this, at least, is what one humble observer has discovered—that unless a woman is interesting to a man, she cannot permanently hold him.

## THE SAINT AND THE SINNER.

Heart-worn and weary the woman sat  
Her baby sleeping across her knee,  
And the work her fingers were toiling at  
Seemed a pitiful task for such as she.  
Mending shoes for the little feet  
That pattered over the cabin floor,  
While the bells of the Sabbath day rang  
sweet,  
And the neighbors passed by the open  
door.

The children played, and the baby slept,  
And the busy needle went and came,  
When, lo, on the threshold stone there stept  
A priestly figure, and named her name:  
"What shrift is this for the Sabbath day,  
When bells are calling, and far and near  
The people gather to praise and pray;  
Woman, why are you toiling here?"

Like one in a dream she answered low:  
"Father, my days are work-days all;  
I know not Sabbath. I dare not go  
Where the beautiful bells ring out and  
call.

For who would look to the meat and drink  
And tend the children and keep the  
place?

I pray in silence, and try to think  
For God's love can listen, and give me  
grace."

The years passed on, and with fast and  
prayer

The good priest climbed to the gate of  
rest,

And a tired woman stood waiting there,  
Her work-worn hands to her bosom  
pressed:

"Oh, saint, thrice blessed, mount thou on  
high,"

He heard the welcoming angels say,  
When meekly, gently, she passed him by,  
Who had mended shoes on the Sabbath  
day.

—Madeline S. Bridges.



### The Strike on the T., A. A. & N. M.

NO strike for years has caused a greater sensation than that of the engineers on the Toledo, Ann Arbor & North Michigan railroad. Not so much on account of the incidents immediately connected with the strike, nor its magnitude, but because of the surprising legal developments that have come out of the affair. Elsewhere we have commented editorially on this subject, and below give a brief summary of the events to date.

The railway company was rapidly filling the places of the striking engineers with new men and had resumed the running of trains when it became evident that the brotherhood engineers on connecting roads had agreed to refuse to handle freight from the Ann Arbor road. Thereupon Judge Ricks of the United States Circuit Court at Toledo issued a temporary injunction against the thirteen roads connecting at that point with the Ann Arbor road, restraining them from refusing to receive and transport freight offered by the latter company.

Meantime negotiations were in progress for a settlement of the difficulty, and on March 16 President Ashley of the Ann Arbor railway, and State Railway Commissioner Kirby, acting on behalf of the Brotherhood of Engineers, came to an agreement as to the points in dispute. It was decided that no man should be discharged hereafter by the road without thirty days' notice given, and that no employee should leave the company without similar notice; wages of passenger engineers to be \$3.70 per 100 miles, freight engineers \$3.50 per 100 miles; firemen 53 per cent. of engineers' pay, with overtime over fourteen hours' work, and a long list of rates for different kinds of service; that the strikers who wish to re-enter the road's service should make application, the applications to be considered in the order received and the applicants to be assigned duty without prejudice.

But on submitting this agreement to the Brotherhood officials it was summarily rejected on the ground that the men were required to make application for reinstatement in writing to the master mechanic of the road, instead of being taken back unconditionally. President Ashley refused to eliminate this condition, claiming that the men who are now at work were guaranteed a permanent position and he would not discharge one of them to take back the strikers.

On March 17 General Manager Ashley of the Toledo & Ann Arbor railroad, and Alexan-

der Smith, its general counsel, appeared before the Hon. William H. Taft, United States circuit judge at Detroit, and made an application for a mandatory injunction against Chief Arthur of the Brotherhood of Locomotive Engineers, and Chief Sargent of the Brotherhood of Locomotive Firemen, requiring them to raise the boycott against Ann Arbor cars. Judge Taft thereupon issued the following remarkable and unprecedented order:

It appearing to the court that serious, immediate and irreparable damage will ensue unless a temporary restraining order is allowed, as prayed for in said amendment, it is on application of the complaint ordered:

That the said Peter M. Arthur and F. P. Sargent and each of them be and they are hereby enjoined and restrained from issuing, promulgating or continuing in force any rule or order of any kind under the rules or regulations of the associations known as the Brotherhood of Locomotive Engineers or of the Brotherhood of Locomotive Firemen or otherwise, which shall require or command any employees of any of the defendant railway companies herein to refuse to receive, handle or deliver, or be in any way instrumental in refusing to receive, handle or deliver any cars of freight in course of transportation from one state to another from and to the T., A. A. & N. M. railway company, or from refusing to receive or handle cars of such freight which have been handled over the railroad of said The Toledo, Ann Arbor & North Michigan and also from directly or indirectly endeavoring to persuade or induce any employee of the railway companies whose lines connect with the railway of the said Toledo, Ann Arbor & North Michigan, not to extend to said company the same facilities for interchange of interstate traffic as are extended by said companies to other railway companies; and in case such rule or order shall have been promulgated or issued by said Arthur or Sargent, or either of them, prior to the service upon them of the restraining order herein, they and each of them are hereby required and commanded to recall and rescind such rule or order and to refrain from enforcing the same.

It was further ordered that this temporary injunction should be heard March 27.

On the following day, March 18, the general counsel for the Ann Arbor road appeared before Judge Ricks in the United States Court at Toledo and obtained an order of attachment citing seven engineers and firemen of the Lake Shore & Michigan Southern railroad to appear in court and show cause why they should not be fined for contempt for disobeying the mandate of the court to receive and deliver Ann Arbor cars. The men appeared and before being released on bonds of \$200 each were addressed by Judge Ricks as follows:

You are now before the court under order based upon affidavits to show cause why you should not be attached for contempt for refusing to obey the order of the court, a copy of



which has been duly brought to your attention. The court proposes to give you full opportunity to employ counsel, take advice and make all proper defenses. You are to have your day in court and be fully heard. But I desire now at this stage of the proceedings to suggest to you that you should not overlook the nature and importance of your employment. You are engaged in a service of a public character, and the public are interested, not only in the way in which you perform your duties while you continue in that service, but are quite as much interested in the time and circumstances under which you quit that employment. You cannot always choose your own time and place for terminating these relations. If you were permitted to do so you might quit your work at a time and place and under circumstances which would involve irreparable damage to your employers and jeopardize the lives of the traveling public.

Your employers owe a high duty to the public which they are compelled to perform under severe penalties of the law, and they have in turn a higher claim upon you and your service than that due from the ordinary employee. This court does not assume the power to compel you to continue your service to your employers against your will, but it does undertake to compel you to perform your whole duty while such relations continue; and does further claim for the purposes of ascertaining whether its orders have been violated, the right to determine when your relations to your employer legally terminated and when your obligations to observe this order ceased. So that it may in the meantime be important for you to reflect and consider whether you can safely proceed to continue in your employer's service with the purpose to quit it at a moment when some duty may be required of you which is in violation of some supposed promise or obligation you owe another, not your employer. That time for leaving your post of duty might come under circumstances when you would by such act unintentionally imperil the safety of lives entrusted to your employers, and do his business vast and irreparable damage. It might, too, unintentionally involve you in a conflict with the court through obstructing its process and interfering with its mandates.

I therefore suggest to you and to all others who are in similar employment that there ought not to be any strained construction made of the provisions of the court's order. The only safe way to obviate trouble is to quit the service of your employer, if you do not intend to observe the orders of the court as made, and which are binding upon you while that service continues. This you have a right to do. But if you continue in that employment this court will expect you to do your full duty to your employer and to the public, and to observe the orders which have been made in this case.

On the same day Judge Ricks, issued another remarkable order, this being directly against the head of the brotherhood, in the following words:

It is ordered that the defendant, Peter M. Arthur, do forthwith, in the manner customary

and usual, according to the practice of the Brotherhood of Locomotive Engineers of giving information to its members, cause to be made known and published that the law, by-law, rule or regulation of said brotherhood requiring its members to refuse to handle cars of the Toledo, Ann Arbor & North Michigan railway company is not in force or effect against said company, and that Jasper W. Watson, made a defendant herein, do forthwith cause to be made known and published to the locomotive engineers in the employment of the Lake Shore & Michigan Southern railway company who are members of said brotherhood, in the usual way in which, according to the practice of said brotherhood, information is disseminated among the members of said organization, that the law, rule, regulation or by-law of said brotherhood requiring its members to refuse to handle cars of the Toledo, Ann Arbor & North Michigan railway company is not in force or effect against said company.

And also that Peter M. Arthur and said Jasper W. Watson do forthwith file with the clerk of this court for inspection by the court a copy of such by-law, rule or regulation, so governing the actions of the members of said brotherhood, requiring its members to refuse to so handle the cars and freight of the Toledo, Ann Arbor & North Michigan railway company.

The result of these unprecedented orders of the federal court against the operation of the striking and boycotting machinery of the brotherhood was instant obedience. The strikers have refrained from interference with the operations of the Ann Arbor road, the connecting lines are handling all freight offered them by that road, and the threatened "tie up" of the railway system has been averted, at least for the present. The result of the hearing of the temporary injunctions next Monday will be awaited with intense interest. If the orders are made permanent and then are finally sustained by the highest courts an end has been put to the power of secret organizations to stop the transportation service of the country by strikes and boycotts.

#### A GRATEFUL WOMAN.

I am so thankful that Mrs. Wymen told her experience in your columns last month. My husband has been sick and we have several small children and I had to do something. Mrs. Wymen's success with the plater led me to believe that I could make a little money too. I obtained a plater for \$5 and have been plating for the last three weeks, as I could find the time to leave the house, and have made \$36.50. I would not have believed that it was so easy to make money with the plating machine. Everybody has a little work they want done, and I sold two plating machines and made \$5 apiece on them to friends who wanted them for their children. Any one can plate and anybody can succeed, as I have done. There is no experience needed. My husband says when he gets well he is going into the plating business. Any one can obtain circulars by addressing H. F. Delno & Co., Columbus, Ohio, where I got my machine. MRS. TORREY.



### The Passenger Department.

GENERAL Passenger Agent G. H. Heaford, of the Chicago, Milwaukee & St. Paul Railway, has furnished us an advance copy of his address before the meeting of the American Association of General Passenger and Ticket Agents held at Harrowgate, Tenn. As the article is an interesting description of an ideal railway organization we give it in full below:

MR. PRESIDENT AND GENTLEMEN:

I will take for my text the statement made by a well-known manager that "it is the duty of the traffic department to secure business; the operating department to take care of it after it is secured." Were that the universally accepted theory, this paper would not have been written. With the hope that an expression of my views upon this subject may accord with your own, and trusting that the seed of experience properly sown upon fruitful soil may result in a harvest of excellent results, I venture to plough the field. Perhaps I can best illustrate my first point by using a simile.

A perfect railway organization is akin to that of the United States Army. Leaving out of the simile the comparison between the president of the Republic—as commander-in-chief—and the cabinet officers, who may be said to correspond with the board of directors of a railway company with a president as executive officer, let us assume that he who holds the title of general manager of the railway is the practical officer in charge of all the interests (except finance) which pertain to the actual working condition of a railway. In military affairs he would be the ranking officer in command—the general of all the forces. To him report the highest officers of the different branches of the army—the infantry, cavalry and artillery; the subsistence, quartermaster's and ordnance departments, through their proper chiefs. Their reports and recommendations inform the general as to the condition of his command, and this knowledge serves him as a guide when considering the recommendations of his subordinates who may be major-generals, brigadier-generals, colonels, majors, captains and lieutenants, according to the importance of their commands or the duties which devolve upon them. A military organization is a harmonious whole. At least that is the theory, and without harmony and discipline an army becomes a mob. An order must be obeyed regardless of consequences. The responsibility rests solely upon the person in authority, and he alone is accountable for re-

sults, be they what they may. To be nearly perfect, a railway organization should closely follow military methods. The officers of the traffic and operating departments are major-generals or brigadier-generals according to their respective responsibilities. The colonels, captains and lieutenants are synonymous with railway officials of lesser positions. General freight and general passenger agents may be fairly classed with brigadier-generals of the army. Their duties and responsibilities are analogous, although at variance. This sounds paradoxical, but paradoxes often establish truths.

In the regular army this officer attains his high rank by promotion which has been slow but sure. Graduating from West Point as a second lieutenant, he becomes in turn, if he behaves himself and applies himself to mastering the details of his chosen profession, and satisfactorily passes periodical examinations therein, a first lieutenant, captain, major, lieutenant-colonel, colonel and brigadier-general, with a possibility of attaining the title and honor of a major-general if he lives long enough and has distinguished himself. It is gratifying to know that in the army an officer who has served his country faithfully can count upon the certainty of his name being retained upon the pay roll after he has arrived at a certain age, and he can therefore always look forward, in his younger days, to promotion with the assurance that, in any event, his sixty-third year of life will place him upon the "retired list" with an income sufficient for comfortable existence until such time as he shall have no more use for the good things of this world. It is pleasant to be able to note that some of the great railway companies are assuming, in some instances, parental obligations, and are appreciative enough of many years of faithful service of some of their employees to place them above want in their declining years. All honor to such evidences of true generosity upon the part of the few corporations which have led the way in this respect, and may their example be followed by many others. This reference to the "retired list" may be somewhat of a digression from the topic under discussion, but it may not do any harm to add a few words to what I have already said, in order that our superiors now in office (and some day we too may be "superiors in office") may pause long enough in their daily consideration of other momentous questions, to give due heed to that which shall stimulate the officers and minor employees under them to put forth their very best efforts for the efficiency of the service, regardless of



their pecuniary condition at the present time. The ambition of the railway employee of the present period is to secure greater compensation for the work he performs. To accomplish the putting of more money in his purse is his every thought. If he is a clerk at \$50 per month, or an officer at \$500 per month, the common impulse is to try to get an increase in pay. To this end he works, or schemes, as may be his disposition. He may bring to his duties an understanding and energy which brings him an advance in pay, or he may scheme sufficiently well and bring influence from outside which secures the same desired result; but his gratification at its accomplishment is short-lived. Before another year rolls around he is again dissatisfied, and again he stretches forth his itching palm and pleads for or demands another financial appreciation of his services. To deal fairly with every applicant for an increase in pay demands the most careful and critical consideration of each case upon its merits, for were not such the case the monthly pay roll would soon grow beyond all reasonable bounds, and sooner or later the sharp axe of the financial head of the organization would be required to be used in cutting down the whole salary list, or orders would be given to reduce the force to such an extent that the necessary work of the department could not be properly performed by the remaining employees, and the result would be neglect of many important duties and the probable failure to do that which if done, would bring into the company more revenue than that which is saved by a reduction in the number of employees. Mistaken economy is the worst extravagance.

If the salary list is cut down and the full number of employees retained, the men become discouraged and have no heart for their work. They are apt to slight it, and to look around for other and slightly better paying positions with some other company, or to engage in some outside business. The *morale* of the organization is disturbed, and "understudies"—otherwise junior clerks or officers—are not always sufficiently competent to take hold at once and do the work which other retiring employees were able to do so well. Months may elapse before the vacated positions are filled satisfactorily and such a condition of affairs is very trying to the responsible head of a department. It entails upon him, individually, additional labor which he can ill afford (in these busy days) to have thrust upon him, but he is held responsible for the proper working of his department and if the results are not up to the usual standard, he must submit to

reproaches—if nothing more severe—from those above him.

The employee usually wants more money than he gets on the principle that he should "make hay while the sun shines." He is apt to live for the present, trusting to Providence and his own anticipated good luck to help him out in the future. He is not sure as to what will be his deserts when the time comes when he must give way to younger men, and with no assurance that he will be provided for in his old age, feels now that he must reach for everything in sight. If all this were changed, and faithful, meritorious railway employees were made to know that duration of service would entitle them to be placed upon a graduated pension list on arrival at a certain age, more and better work for less pay would be secured, and the money saved on the pay-roll during actual service would, in my opinion, more than compensate for the annual outlay required to meet the "retired list" expenditure, and a loyalty and discipline for the "old road" would be attained that could not be had by any other means.

Let us now go back to the brigadier-general of the army and note wherein he is like unto his *alter ego*, the general passenger agent. The brigadier-general has a chief of staff, with aids in number sufficient to communicate his orders to the subordinate commanders. The general passenger agent usually has similar aids in the way of a chief assistant and district passenger agents. Ticket agents, clerks, conductors, baggagemen and other employees represent the rank and file of the military organization. The general's command embraces all branches of the military service, and while the component parts thereof are responsible to some superior officer who has immediate or direct charge, they must also receive and obey orders emanating from the person in chief command. This is best illustrated by reciting the beginning of a book of instructions to agents and other employees, recently issued by a prominent western railway company, and as the paragraph seems so "pat," I take the liberty of quoting therefrom:

"To secure freight and passenger traffic at remunerative rates and to transport it with economy and despatch are the objects for which a railway exists. To obtain the desired results traffic, operating and accounting departments—so-called—have been created, and are mutually dependent. The station agent is the recognized representative of the traffic, operating and accounting departments, and is necessarily subject to the instructions of those



in charge of the securing, handling and accounting for traffic, and his services according to his merit in each department, will be recognized by all who are in authority."

It will be seen that a proper reading of this paragraph furnishes all officers and employees of the railway company a code to be followed, and it clearly explains to subordinates that their varied duties require them to report to more than one superior officer. It is so in the army. The colonel of a regiment is required to not only make reports to his superior officer—the brigadier-general—but must also comply with requirements of the chiefs of ordnance and adjutant-general's departments. They are all wheels within wheels, and one serves as a check upon the other—all forming a symmetrical co-operative organization.

My simile has been, perhaps, long winded, but I hope I have made the point clear as it leads up to the main question at issue, and whatever I have to say is for the purpose of securing, if possible, greater consideration by our managing officers of the needs and importance of the transportation branch of the passenger department.

Our whole railway system is still in long clothes. In ten years more we may get it into knickerbockers, but we who are here to-day will have "turned up our toes to the daisies" before the system dons its full dress suit. We, as passenger men, must therefore educate ourselves and give our managing officers the benefit of our increased knowledge. They are not too proud to learn from us, nor are they unwilling to convey information to us regarding other departments of the service which will be of benefit to all concerned. Most of our managing officers have learned their business from the ground up. They have commenced, usually, at the bottom of the ladder and have been promoted until they have attained the responsible positions they now hold. As a rule, however, they have begun their career in the operating or construction departments, and their knowledge of the details of securing traffic is incidental, as their every-day struggle is with a different set of problems; or if they have had experience in the traffic department it has not been recent, and we all know that traffic methods are constantly changing, and it nowadays requires a man to be in the front row with the drum major if he is to be a master in his profession. Such being the case, our managing officers must be kept well informed by ourselves as to current events in order that they may the more readily comprehend the progressive spirit of the age

and give heed to our recommendations when they are made.

I think I am correct in assuming that the general passenger agent is the best person connected with a railway company to say what is required by the traveling public in the matter of train service. By this I mean equipment and time schedules. He is the person to whom come all manner of suggestions, demands and complaints regarding passenger affairs. He, and his representatives, circulate among the people and feel the public pulse in a thousand ways. He is jocularly called the head of the "ornamental branch of the service," and is generally supposed to contribute much to the revenue of the company by his personal popularity. It is no doubt true that a man who stands well with his fellow men is better than he who is habitually cross-grained and ugly on all occasions, but there is something more required of the general passenger agent of the present period than being "a hail fellow well met." He must first know more than the rudiments of his business. He must have acquired some knowledge of the cost of securing and handling traffic. He must endeavor to secure a fair profit upon the capital invested. He must be fully in accord with the policy of the management and must be frank and loyal to his superiors in office, and considerate and fair in his dealings with his subordinates. He must be a diplomat with his competitors and must endeavor to maintain the most friendly official relations with his connections. His brightest side must always be turned toward the critical passenger who loads and unloads himself, and whose praise or complaint of service rendered makes or mars the reputation of any through car line. His duties require an active mind, stored with a fund of knowledge of all kinds, for the problems presented each day to him to be solved in an instant are sometimes most varied and complex. His perception must be keen and his judgment good, else revenue may be lost by an unfortunate misapprehension of the situation, or extravagant expenses incurred when the dollars should have been saved. In a word, he must be all that is expected of him—and more.

I have slightly altered a few lines in one of Will Carleton's "Farm Ballads" to fit his case:

"If your son is a small unbound edition of  
Moses and Solomon both,  
If he can compass his spirit with meekness  
and strangle a natural oath,  
If he can leave all his wrongs to the future,  
and carry his heart in his cheek,



If he can do an hour's work in a minute, and live on a sixpence a week,  
If he can courteously talk to an equal, and browbeat an impudent dunce,  
If he can keep things in apple pie order and do half a dozen at once,  
If he can press all the springs of knowledge with quick and reliable touch,  
And be sure that he knows how much *to* know, and knows how to not know too much,  
If he knows how to spur up his virtue, and put a check-rein on his pride,  
If he can carry a gentleman's manners within a rhinoceros' hide,  
If he can know all, and do all, and be all, with cheerfulness, courage and vim,  
We may, perhaps, be able to make a passenger agent out of him."

If, therefore, the general passenger agent is qualified to be the chief of his department—and no one knows the fact better than his managing officers—his position demands great consideration and his recommendations in reference to matters pertaining to his department should always be encouragingly received and a fair trial given, unless insurmountable objections exist. On many roads it is the custom of the officers in charge of the operating department to put on passenger trains or take them off without consulting anyone in the traffic department. The order is given, and then is the passenger department notified, and, it often happens, that in so doing many well-developed plans for securing revenue are upset in a day. To my mind that is wholly wrong. The business of the traffic department is to secure traffic; that of the operating department to care for it. It should be wholly within the province of the passenger department to have the final say on the question of train service being established or discontinued. The general passenger agent knows, or ought to know, the earnings of every train carrying passengers. He knows, or ought to know, the needs of communities all along the line. He knows, or ought to know, what causes a decrease or increase in the traffic by weeks and by months, and can determine if there is a fair profit or not in the business. He should consider the mail and express service or other miscellaneous service which produces a revenue for all regular passenger trains, and should confer with the general manager if the results fail to show a satisfactory profit after a fair trial, with a view to having certain trains discontinued, or the experiment prolonged if circumstances or good public policy would seem to require it.

His recommendation for additional trains more coaches, new sleeping cars and improved equipment of all kinds are usually based upon the facilities offered by competing lines, or upon his knowledge of the needs or desires of the public. It cannot always be figured out in advance just what a new train will earn per mile for a few months of experimental trial, but it is often a money-making investment in the end to be able to practically demonstrate to numerous clamorous patrons that additional trains cannot be run except at a loss to the railway company. It has happened that many soreheaded and complaining customers have been appeased by an apparent cheerful yielding to their wishes for a brief period, and the actual income and expense of additional train service shown to their discomfiture. It costs some money in such cases, but it costs less in the end because complaints cease. No person expects the railway company to do business at a loss.

There is an extensive field in connection with the operation of special passenger train service for local excursion business in which the traffic department should be given wide latitude. There ought to be close and harmonious co-operation between the traffic and operating departments in all details of passenger service, but in connection with special train service, particularly in cases where such service is desired to provide for special business originated by the traffic department, there is a necessity for still closer relations between the two departments, and the condition is essential that, in order to accomplish the best results, the operating department should have an intelligent and appreciative sympathy with the objects of the traffic department.

Opinions differ as to the general conditions under which local excursion business can best be stimulated and handled, but it is probably within the experience of most of you that the special local excursion business within short distances that can be handled every day going and returning on regular trains, while perhaps large in the aggregate on some lines, is small compared with similar business that can be secured by judicious special train service. While opinions may differ as to the desirability of furnishing much special train service for local excursion business, especially where lines are crowded with regular trains, both freight and passenger, it is my belief that, with proper facilities, a large additional revenue can be secured from this class of business that would otherwise not be received, and that the traffic can be handled in such a man-



ner as not to interfere materially with regular business. Experience has demonstrated this to be true not only in thickly settled communities where there is a large population to draw from, but in regions that, comparatively speaking, are sparsely settled, for the reason, as applicable particularly to the latter, that regular train service is generally inadequate to handle general excursion business going and returning the same day, on account of the regular trains being few and far between. As an illustration it may be stated that on one western line, where considerable attention has been given during the past four years to working up local special train excursion business, the earnings from this source have increased during the period named 100 per cent., amounting, in the years 1889, 1890, 1891 and 1892, to thirty-five, forty, sixty and seventy thousand dollars respectively, but the figures that tell the story are those representing the earnings per train mile, which, during the same years, have been as follows: \$1.32, \$1.45, \$1.83 and \$2.01, and as the earnings per train mile, during the same period, of regular trains, have averaged between eighty and ninety cents per mile, the conclusion is obvious that there is money in the business. It is true, however, that among most operating officials there is a disposition to object to the running of any more special trains, or the use of motive power therefor, than are absolutely necessary, and a general disposition to curtail special train service in every way possible. Of course the responsibility and risk increases to some extent with every additional train placed on the line, special or regular, but with the present improved facilities and methods there should be no more objection, on principle, to furnishing special train service, if it can be made to pay, than to doing any other kind of business that will pay. It is, or should be, largely a question of ability to furnish motive power and equipment, and ability on the part of the traffic department to show that the earnings are likely to reach at least a fixed minimum supposed to cover cost of operating, and a little more. The record of the traffic department, where continued, as in the case referred to, for a number of years, and where a general and quite large increase has been continual, as the result of careful attention and methods of working up and handling the business, ought to count for a good deal with the operating department in determining whether the motive power and equipment can properly be assigned to proposed service, or not, but generally speaking, except during certain periods when there are large crops to be moved

which must be handled at once, requiring all the motive power available, the operating department should be expected to furnish whatever power the traffic department might call for; responsibility for success or failure to rest with the latter.

Reverend Jasper says: "The sun do move." Let us therefore pray that the operating department "do move" in accordance with the requirements of the times. Changes in time schedules are seldom made nowadays without the concurrence of the passenger department. It should be the universal rule. It is perhaps unfortunate for our branch of the service that many of our managing officers give more thought to the revenue to be derived from freight traffic than to the revenue to be obtained from passenger traffic. It is generally true that the gross income from freight traffic is greater than that derived from passenger traffic, but it might be well to consider that fairly well-established proposition "on equal terms a man ships his freight over the route which he patronizes when he travels." In support of this assertion, I am permitted to quote from a personal statement made to me by a prominent general freight agent. He says: "The great miscellaneous through freight traffic—that which is most desirable—is largely controlled by the road that has popularized itself for through passenger traffic; an unpopular passenger road is never popular for freight traffic."

Give our patrons the best passenger service that can be furnished, and we shall not only induce them to travel more frequently, but we shall add to the revenues of the freight department, and by putting money into the treasury of the company from all sources of traffic, we shall establish the fact that dividends *originate* with the passenger department, and for that reason we feel assured that our managing officers will, some day, concede that while it is desirable that co-operation should exist between all departments, it *must* exist between the traffic and operating departments.

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Have you heard of King Solomon's Mines? Send address for illustrated pamphlet, "The Brownies at King Solomon's Mines," H. E. Woods & Co., 301 Mining Exchange, Denver, Colorado.

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See that your neighbors and friends are informed in regard to THE STATION AGENT Locating Bureau.





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### R. A. A. DIRECTORY.

**NOTICE TO DIVISION SECRETARIES:**—In order to insure accuracy in this directory it is important that all changes should be reported promptly to editor of the official paper.

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**FLORIDA DIVISION**—[Organized March 22, 1891.] President, H. G. Crowder, South Fla. Ry, Orlando; First Vice-President, G. W. Dickson, J. T. & K. W. Ry, Jacksonville; Second Vice-President, F. W. Boyer, A. & W. Ry, Orange City; Secretary and Treasurer, S. H. Thompson, F. C. & P. Ry, Lake City.

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**MARYLAND DIVISION**—[Organized October 27, 1890.] President, Thos. H. Tolson, B. & O. Ry, Morgan, Md.; First Vice-President, A. H. Rossman, W. M. Ry; Second Vice-President, G. W. Smith, W. M. Ry; Treasurer, C. W. HARVEY, B. & O. Ry, Ellicott City, Md.; Secretary, H. M. Burgan, W. M. Ry; Sentinel, A. R. Hancock, B. & O. Ry. Meetings semi-annual, 1st Tuesdays in September and March, place of meeting to be designated by the Secretary.

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**OHIO DIVISION**—[Organized December 17, 1888.] President, Geo. Berthold, Portsmouth, Ohio; Secretary and Treasurer, G. H. Austin, Newton Falls.



**OLD MEXICO DIVISION.**—[Organized April 24, 1889.]—President, W. J. DeGress, City of Mexico; Second Vice-President, J. C. Miller, Porfirio, Diaz; Third Vice-President, Ira. C. Walker, Torreon; Fourth Vice-President, J. S. De Echagarey; Secretary & Treasurer, P. J. Rising.

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**SENECA DIV.**—[Organized Sept. 19, 1891.]—President, R. H. Wallace, Erie Ry. Oil City, Pa.; First Vice-President, E. H. Potter, W. N. Y. & P. Ry, Titusville, Pa.; Second Vice-President, J. McDougal, L. S. & M. S. Ry, Oil City, Pa.; Secretary, F. A. Beatty, Erie Ry, Oil City, Pa.; Treasurer, P. H. Cullis, W. N. Y. & P. Ry, Oil City, Pa.

**SUNSET DIVISION.**—[Organized July 19, 1891.]—President, W. L. Jester, Albany, Ore.; First Vice-President, E. C. Kane, Ashland, Ore.; Second Vice-President, L. G. Adair, Eugene, Ore.; Secretary, W. A. Cummins, Corvallis, Ore.; Treasurer, R. B. Houston, Roseburg, Ore.

**TEXAS DIVISION.**—[Organized July 10, 1888.]—President, J. T. Clements, Fort Worth; First Vice-President, S. S. Prince, Corpus Christi; Second Vice-President, E. A. Sterling, Belton; Secretary, Charles Collins, San Marcos; Treasurer, P. L. Sheeks, Mexia. Next meeting to be held at Fort Worth, date to be fixed by the executive board.

**WEST ONTARIO DIVISION.**—[Organized August 21, 1889.]—President, J. H. CAMPBELL, Savanne, Ont.; First Vice-President, J. A. NICAL, Huron Bay, Ont.; Second Vice-President, J. A. Crawford, Vermillion Bay, Ont.; Secretary, A. B. McCAY, Hawk Lake, Ont.; Treasurer, A. S. McLELLAN, Sackville, Ont. Date and place of next meeting to be arranged by the Board.

**WISCONSIN DIVISION.**—[Organized September 22, 1885.]—President, M. J. MORAN, Black River Falls, Wis.; First Vice-President, S. F. DURGA, Grand Rapids, Wis.; Second Vice-President, A. C. VAN HER, Roberts, Wis.; Secretary, LEROY R. WELLS, Oak Center, Wis.; Treasurer, A. F. STILLMAN, Princeton, Wis. Next meeting to be arranged by board.

### How to Join the R. A. A.

**R**EADERS OF THE STATION AGENT who are not members of the Railway Agents' Association can make no better beginning of the new year than by joining this representative of the traffic earners of the railroad service. The platform of the R. A. A. will certainly commend itself to every agent. We quote from the constitution:

#### ARTICLE III.

"The Association shall seek to attain these objects, by the details of organization as hereinafter described, by correspondence and personal intercourse between members individually and through the columns of an official organ, by holding conventions of the Grand and State Divisions, by inviting the co-operation of railway officials, by not resorting to strikes as a means of settling differences between railway companies and employees, and

by preventing as far as possible, teaching of students the art of telegraphy or station work of any kind, except to regular paid employees of the railway companies."

The objects and policy of the association are given in a pamphlet issued by the Grand Division and are as follows:

The Railway Agents' Association is an organization of traffic representatives of the railway service. It embraces in its ranks Agents of all classes, Bonded Cashiers and Chief Clerks. Its objects are as follows:

To increase the efficiency of the vast army of Agents.

To combat the hostile sentiment against railway interest in the public mind in many communities.

To impress upon railway managers the necessity of bringing the Agents under the direct control of the traffic department as far as possible.

To practically demonstrate the fact that the Freight and Ticket Agents, as the revenue earners of the railway service, are, or should be, the best and most intelligent class of men in the employ of the companies, and that the financial prosperity of a road depends on their efficiency, and thus to make agency work the best paid branch of the service.

To establish and operate a Guarantee Company.

To conduct an Employment Bureau for the benefit of our members.

To prevent the indiscriminate teaching of "students" in railroad telegraph offices.

To educate our members through our official paper and by meetings to a better understanding and appreciation of their duties as agents and railway employees.

To prove that the agents are above the necessity of resorting to the methods of radical labor organizations in the association representing their branch of the service.

It is taken for granted that every railroad man into whose hands this pamphlet may fall, and who is eligible for membership, has convinced himself that he ought to be a member of the Railway Agents' Association. The next question is, How shall I join and what is it necessary for me to do? These are inquiries that are easily answered. On this page will be found an application blank which should be filled out and sent to the Grand Secretary, R. W. Wright, 45 Sheriff street, Cleveland, O. The amount of the initiation fee is \$3, and the dues \$5 per year, or 42 cents per month, payable in advance. Dues may be paid either annually or semi-annually in advance. That is, a member may remit for the entire year or for six months. For instance, if application is made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will



be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause.

## RAILWAY AGENTS' ASSOCIATION. APPLICATION FOR MEMBERSHIP.

*To Officers and Members of:* \_\_\_\_\_ *Division:* \_\_\_\_\_

*Having received a favorable impression of the Railway Agents' Association, and being eligible to membership therein, I hereby apply for membership, under the jurisdiction of your division, and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of said Association. I am at present employed by the* \_\_\_\_\_ *in the capacity of* \_\_\_\_\_

*Company at* \_\_\_\_\_

<i>Enclosed fees,</i> _____	<i>Name</i> _____	<i>Post Office</i> _____
<i>Dues,</i> _____	<i>State</i> _____	
<i>Total,</i> _____		

*We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.*

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

### A Chatty Letter from Secretary Shaw.

EDITOR THE STATION AGENT:

Well, I have received the February number of THE STATION AGENT and I did not stop till I had read it through, advertisements and all. It seems to be getting better every month.

I see you are going to change the form; I hope for the better. Now, what I would like to see, and I know a great many others who have the same views, is a weekly edition of THE STATION AGENT. You have made a grand success (so far as the literary portion goes, and I hope the financial end is as healthy) of the monthly. Now, why cannot we have a weekly? I am sure we would all take more interest in it. We would look for it and have each of us our certain time to read it, possibly after church or Sunday-school on Sunday—or more likely while our wives and children are away from home acting as our proxies at such gatherings. Can you not get some or all the boys to give their opinions on the subject? Not only that, but let them suggest the means of getting such a paper. I firmly believe that when we get a weekly to represent us, and not till then, will the editor stop asking for correspondence on various subjects, for I know how I would be if I received the weekly STATION AGENT on Saturday P. M. I would read it on Sunday and if I found anything that interested me to any great extent, I would then and there take up my pen and write a reply and put it in the first mail out on Monday, knowing that if I did not it would not appear in the issue of the following week. Thus an argument would be started, and others could and would take it up, and we could keep it warm. With the monthly—I get the paper, read it, see something that I like or that I dislike, and say to myself that I will write a reply. But there is lots of time during the month and I want to go on back through the various departments to see what else is good there, and so the reply is neglected from time to time. I cool off on the subject and let it drop. Now, I would like to see you get up some good discussions again. It can be done. What has become of "Nelse Manse?" Can't you wake him up and get him at it again? If you could get him and Rarely Metwith into some kind of a fight in which both would take an interest, I think we could all derive some benefit from the collision.

By the way, Rarely told me that you would not have given him away about the "Lamp Post Electric Light Station Agent Cigar" if it had not been that you were despondent over the fact that you did not succeed in finding the conductor of the train that did not all go to Reading.

I wish you could stir up the members of Philadelphia Division. They appear to be very backward about coming forward with their dues. I have written a great many personal letters to members but I am sorry to say I cannot get some of them to even answer at all;



not even to say that the pay car is off the iron. I am afraid it will be necessary for me to take a month off and visit each one and approach them, as I read several agents in the west were a few days ago, a shooting iron in each hand. Then do you think they would hand it over? The trouble is that the agents always want someone else to advance their cause and they to reap the benefits afterward, without risking any money, time or brains on it. Some time ago an agent asked me what, in my opinion, was the reason that agents were not moved up in the service according to their length of service and capacity for assuming increased responsibilities. Why was a new man employed here, and a clerk who had served only a few years given a better position than some agents who had served longer and better in smaller positions? My answer was that some of the agents were too slow, and the superintendent not at all slow about finding it out, and that it frequently happened that the superintendent filled the vacancy by putting in the man who was first suggested to him, and that owing to the fact that there was no organization to which all agents belong. Superintendents must make their appointments promptly, and for that reason do not have the advantage of advice from the agents, which they would in many cases be very glad to have. Now, if we were all members of the R. A. A.—all of us I say—we could have a committee for a railroad division who could keep each other posted, and could be of real assistance to each other, and avoid cutting each other's throats, as the saying is,—which is, I am sorry to say, too common a practice on all railroads.

I must again say that I am more than pleased with the February number, and ever since I received it I have been hunting someone to kick me for not attending the banquet of the Queen City Association at Philadelphia, January 27th. I see that Major Little was there and that the menu contained no pie. Now, as long as I have known Mr. *Engine* Ramsey this is the first time I ever heard that he failed to provide for everybody everything that was wanted at any time. Must be some mistake here. I want to say that I am in favor of having no convention this year, but am not going to spoil my copy of THE STATION AGENT to let anybody know it. I also wanted to send in some guesses on the Fair attendance, but restrain myself for the same reason.

I hope that all the members will go into the Locating Bureau, and make it what it should be—a grand success.

I note the article signed "Contrary" with great pleasure. He seems to be getting around

all right now, and will have to change his name if he continues to improve.

A. M. SHAW.

Birdsboro, Pa.

### The Student Question Again.

EDITOR THE STATION AGENT:

Permit me to say a few words in our valuable journal in regard to students. I have just returned from a trip over one division of road terminating at this point and as my business required my stopping at each station I was in a position to learn something in regard to the number of students that are learning the art of telegraphy. While the agents and operators have done much during the last two or three years toward cutting off the wholesale manufacture of operators they certainly have not completed the good work, and I believe if they would consider the question they would definitely decline to teach telegraphy to any one.

How can they expect to improve their position when there is a larger supply of operators than there are positions to be filled. I do not believe they can do it. Over-production lowers the price in every commodity, why not apply it to our own labor? I believe only a short time ago I read in the journal that the average number of miles of road built was about six thousand miles each year. Now if you will stop and figure for a second you will see that the new roads each year require nearly three hundred and twenty-five operators in addition to the number of new stations opened each year on the old lines. If you would exercise what is strictly in your power to help discontinue this great production of operators I believe it would be but a short time when the profession would reach that point which our organization is laboring for.

This is one of the most important questions for agents and operators to consider and you can not afford to let it pass.

"Pencil pushers" cannot be gathered up at hazard. It requires a year's training before they can go in the ring and it would undoubtedly take a few rounds to knock them out if the supply was not so plentiful.

I remember the time when I thought there was money in teaching telegraphy and have turned out a few students myself and I believe I made money on my last student for the reason that I quit the railroad business the time he finished his education, which is six years ago. Now, if you expect to tender your resignation within a year it may pay you to take another student, but if you expect to con-



tinue in the business you certainly will profit by letting them pass and advise them to take up some other occupation than telegraphy. Do not censure the student by saying he should not accept small salaries or work for \$20 or \$25 per month. If a student is paying \$10 a month to learn the business and his financial resources are quite limited, as such is often the case, he would be more than pleased to accept the smallest salary paid, so would you. You have witnessed the same position, and you certainly have no one but yourself to blame for the continuance of this practice. I should be pleased to hear from others through our valuable journal on this question.

Yours in F., J. & F., H.

#### Uncle Joe Wants to Know.

EDITOR THE STATION AGENT:

As I have just closed my office after one of my "busy days" and consequently am tired, cross and decidedly "kicky," I would like to record a kick somewhere between the covers of the best magazine between Kamskatka and the Blue Nose country, and as I know of none that can lead THE STATION AGENT I submit the kick to you to be received and disposed of as you see fit. Where are all the bright, brainy contributors that made the pages of THE STATION AGENT so readable but a few months since? Have they frozen to death, joined the populists, or gone into innocuous desuetude since last autumn's election? Nearly all that has appeared in the R. A. A. department has evidently been from the pen of our Grand Secretary, and while it has been highly instructive and very entertaining, it doesn't seem just right for everyone else to step back and give up the whole field to him, when I am sure he does not want it and perhaps has to devote considerable time writing to fill "space."

One would naturally come to the conclusion after reading the last few copies that it was about all I. A. T. A. and Quaker City Club, and also that if they were to withdraw their contributions, which are full of both wit and wisdom, we would only get the covers, a few advertisements and a chat with the Grand Secretary. What is required is a general waking up among the old contributors. Say something, if it is not so funny, and by starting a controversy other able writers will come out and give us the benefit of their experience and ideas on whatever subject happens to be brought before us. I feel about as the wild and woolly cowboy did when he was looking for trouble, and asked a man to cuff his ears to

start a racket. I am ready to take my chances on getting a licking just to have a little fun. It is all very nice to sit and read someone else's writings, but how is it with the man that has all the writing to do? One contribution a year from each member who is amply able to furnish an instructive letter would compel the publishers to increase the size of the magazine and at the same time increase the value of the paper.

Fraternally yours,

UNCLE JOE.

#### Launched at Last.

THE surety company, which has so long been a pet project of the Railway Agents' Association and THE STATION AGENT, is at last assured. After two years of preliminary work, during which time the sentiment of railroad officials and bonded employees generally throughout the country, has been thoroughly tested, the first steps have been taken in the organization of the company. The active work of canvassing for stock will now begin and a meeting of the stockholders then called to perfect the final organization by electing directors and officers. Incorporation papers have been prepared under the laws of the state of Ohio, which after a long examination have been decided to be the most favorable to a company of this character.

The name of the corporation is "The Railway Surety and Indemnity Co.," and its capital stock placed at \$500,000 divided into 20,000 shares at \$25 each. The incorporators are M. G. Carrel, ex-secretary of the International Association of Ticket Agents and now secretary and treasurer of the Merchants Banking and Storage Co., R. W. Wright, Grand Secretary Railway Agents' Association, W. H. Park, auditor, Cleveland, Lorain & Wheeling R. R., P. A. Wyman, auditor passenger accounts, Lake Shore & Michigan Southern railroad, and C. S. Britton, publisher of THE STATION AGENT. Under the laws of Ohio, which are much more rigid than those of most other states, a majority of the incorporators must be residents of this state, and all must meet personally to sign various papers from time to time before a notary and otherwise perfect the organization. A certain percentage of the stock must also be actually subscribed and paid in before the stockholders take hold of the company, so that it was considered advisable to have all the incorporators in Cleveland in order to facilitate business at the start. No work will be done by the incorporators except to energetically push the canvassing for stock among the rail-



road employees of the country and no expenditure will be made except for actual expenses of printing, postage, office rent and clerical hire. All funds will be placed in two responsible depositories in Cleveland and draw interest. Six months time ought to see enough capital stock subscribed among the agents alone to give the company the necessary amount of working capital. The high standing of the gentlemen who are acting as incorporators is a sufficient guarantee that the preliminary work of the company will be handled faithfully and energetically.

Elaborate arrangements are being made to scatter the advertising matter of the company and every railroad in the country will be thoroughly covered. Solicitors will be placed in the field as fast as the services of first-class men can be secured. These will be paid on a commission basis. Credentials will also be sent to all the present subscribers to stock, appointing them agents of the company.

The first question to be asked is, What benefit will the agents derive from the new company and in what respect will it differ from others?

The charter of the company will permit it to do three classes of business. First, the issuing of surety bonds; second, accident insurance, and third, the issuing of indemnity bonds for all losses to property other than by fire. This latter opens up a broad field of usefulness for the new company. In the first place the purchase of stock in the new company is a safe and profitable investment, which can be promptly realized upon in case of necessity. The terms of payment will be so easy that no purchaser need be inconvenienced in meeting the same.

The company proposes in the first place to issue surety bonds of all kinds, and to enter actively into the field for railroad and commercial business. The bonding system is becoming more popular every day and the volume of business done by surety companies is increasing rapidly. The new company, made up as it will be almost entirely of bonded railroad employees, proposes to protect the party whom it bonds as well as the employer. Now protection is given only to the latter. As low a rate of premium as is consistent with prudent management will be charged, but we propose that absolutely fair treatment will at all times be accorded to the bonded individual. Great care will necessarily have to be exercised in investigating the standing of all applicants for bonds, but no bonds will be cancelled and no person thus summarily deprived of an opportunity to earn a living without the inter-

ested party having a chance to defend himself and if possible secure reinstatement. A second class of bonds will be for clerks and other subordinates in railroad offices who may in the course of their duties have the handling of funds. In most large offices the cashier is bonded, but even this is not always done, and many agents suffer heavy losses through the carelessness or criminality of their clerks. We propose to make a special class of bond for these subordinates, to be given direct to the agent, who in turn is held under bonds by the railroad company. We will impress upon every agent the necessity of bonding his subordinates and thereby protecting himself. When this is done we will not hear so much of defalcation on the part of employees for which the agent has to suffer and against which he has at the present time absolutely no protection. Our new company will make a specialty of this class of bonds and hopes to see every agent in the country thoroughly protected from loss through peculations of his clerks.

There is still another class of bonds which our new company will issue and which will still more strongly commend the enterprise to agents. A new form of indemnity bond will be issued by which agents will be protected against all losses not directly attributable to their own negligence or criminality. It is impossible here to fully outline the provisions of this class of bonds, but in a general way they will provide for perfect protection against many of the losses which agents are now likely to suffer in the natural course of their business. Carelessness or dishonesty of subordinate employees, fraudulent action of patrons of the company, losses sustained by the acts of others or through fraud or collusion on the part of others, are the points that may be covered here in a general way. The Railway Surety & Indemnity Co. proposes to protect the agent as well as the railroad company. With his employees who handle funds safely bonded, and carrying himself a bond which protects him against loss through other sources over which he has no control, the agent can sleep soundly at night, secure in the knowledge that nothing short of his own negligence or criminality will ever bring him financial disaster and ruin. This form of indemnity bond is a new departure in the surety system and we feel certain that it will become immensely popular with agents. The same idea has been often proposed in the form of a mutual insurance scheme, but it has not been deemed practicable in this form. The new company will require that all employees



who handle funds be under bonds and will stipulate that all employees who are vested with responsibility which may result in loss to the company be reliable and trustworthy men. Hardly a day goes by that some agent is not robbed by a subordinate. The unfortunate victim has to make the amount good to his own company and has neither the means nor the opportunity of hunting down and prosecuting the offender. When every clerk knows that back of the agent is a powerful corporation that will leave no stone unturned to detect the guilty party and bring him to justice, in case of dishonesty and fraud on his part, there will be a decided check placed upon them and dishonesty of this kind will be as rare as are now the defalcations of agents, while punishment will be as certain. We believe also that this system of bonding clerks and indemnifying agents will have a most salutary effect upon the service. It will make both the companies and the agents more careful in the selection of subordinate employees. The indemnity bond will stipulate that the agent shall not engage any but sober and responsible clerks. Railroad officials in the general office will not send clerks to an agent if upon application to the surety company for bond, such clerks are found to be irresponsible parties. No railroad company will ask an agent to accept a clerk who cannot secure a bond and whose employment by the agent would jeopardize his own bond.

There are so many details in connection with this new enterprise that it is impossible to enumerate them here, even if it was desirable to do so. Agents will be kept thoroughly informed as to the progress of the company. In the meantime we want every agent to take a personal interest in this matter. Send for our advertising matter and blank application for stock. Subscribe yourself for shares if you have not already done so. Keep the ball moving. All communications should be addressed to R. W. Wright, acting secretary and treasurer, Cleveland, O.

#### The Annual Convention.

THE mail vote called for in the last issue of THE STATION AGENT in regard to holding the convention of the R. A. A. this year brought out a large number of replies from members of the association, and the almost universal sentiment was to postpone the convention until 1894. Correspondence between this office and the passenger department of the Chesapeake & Ohio railroad leads to the same conclusion. The officials of that road, while anxious to extend the necessary courtesies to

the association, request that our meeting and excursion be postponed until next year, as the World's Fair traffic will press heavily upon all the transportation lines, and particularly the Pullman Palace Car Co., whose equipment will be actively in service from the opening to the close of the fair. The formal action of the executive board has been postponed until the sentiment of members could be thoroughly ascertained, but now that this is determined there is no reason to doubt but that the convention set for May 16 this year at Old Point Comfort, Va., will be postponed until after the World's Fair, and to such a time as will be most convenient for the railroad companies interested and to the members themselves. Our next issue will contain further particulars on this subject.

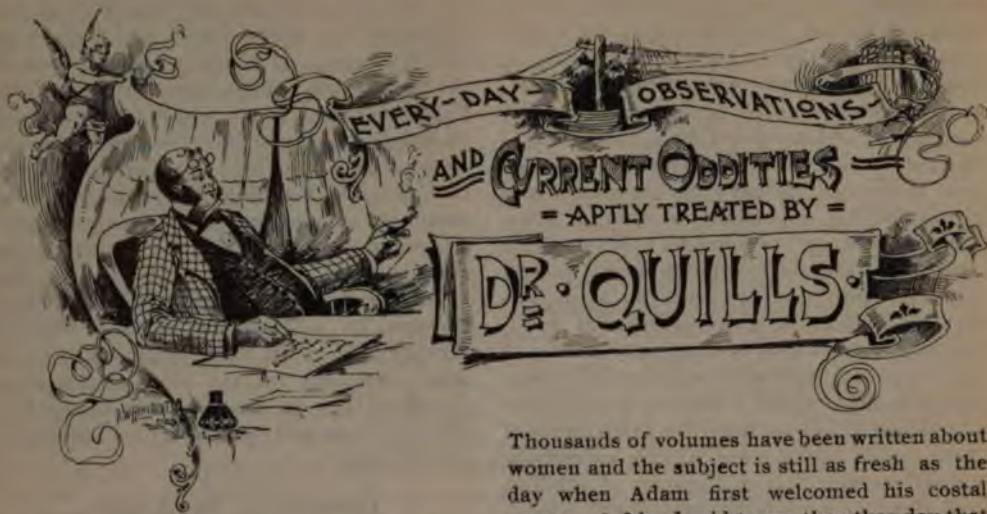
#### Chickens By Machinery.

The demand for Incubators in every section of the country has increased wonderfully during the past few years. Poultry raising has come to be generally recognized as an exceedingly profitable industry, and as it requires but little capital, people are engaging in it everywhere. It is a pleasant pastime as well, and in addition to those who take it up for profit, very many go into it for the relaxation and pleasure which it brings. Two or three hundred little chicks will furnish a rare fund of pleasure and as poultry raising is now conducted there is not enough real work connected with it to make it burdensome. Artificial incubation is now considered an absolute necessity to successful poultry raising, whether for pleasure or profit. The Reliable Incubator, made by the Reliable Incubator and Brooder Co., has proven itself one of the very best on the market. The men who make it are practical poultrymen, having been extensively engaged in breeding the finer varieties of poultry for many years. The company operates a large factory where they make every part of their incubators under their personal supervision. It is an extensive plant, equipped throughout with improved machinery, and giving employment to a large force of men.

Without going into a detailed description of the Reliable Incubator and Brooder, or attempting to set forth its merits at length, we can assure those wishing to make purchases that it will do all that is claimed for it. There is no better incubator on the market than the Reliable, none more simple or more easily operated, none that will produce more satisfactory results, none that can furnish stronger and more convincing proofs of superiority. The company is made up of thoroughly reliable, prominent and well-known business men of Quincy, and every representation which they make will be rigidly lived up to.

The new Chicago and Detroit line of the Wabash will be opened May 1 for through traffic. About 40 miles of the extension have been in operation some weeks for local business, from Montpelier, Ohio, west.





Well, well, here's a pretty-to-do. The editor has managed to get hold of one of my photographs and has made most unwarranted use of it in the heading of this department. I haven't any resource, for the engraving is already executed and the printer cries for copy. I haven't even time to splutter over it, for the aforesaid copy is at this moment in no more tangible form than thought currents agitating more or less forcibly the small amount of gray brain matter I may possess. My only consolation is that the publication of this alleged likeness of myself may act as a boomerang and bring more discredit upon the editor than upon myself.

I believe that a woman's department is to be started in this issue, and consequently that my field of criticism ought to be limited to the stronger sex if the etiquette of journalism is to be strictly observed. But I can't break myself of the habit of thinking, talking and writing about the women. You notice I say women. I hate the term "lady." Men and women are strong Anglo-Saxon words, and men and women we are. As an Irishman would say, "Any lady who objects to being called a woman is no lady." I suppose I give more attention to women and am more interested in them from the fact that none of them, except my dear old mother, have ever exhibited the slightest interest in me except when my professional services are required. Then it is "dear doctor" this, that and the other." I smile, and when my bill goes in the significance of the term "dear doctor" becomes more apparent. Yet, after all, heaven bless the women. They are the bright stars that shine undimmed amid the clouds of man's earthly existence.

Thousands of volumes have been written about women and the subject is still as fresh as the day when Adam first welcomed his costal spouse. A friend said to me the other day that he considered it the duty of man to shield woman from the world. I disagreed with him then and there. To a certain extent this may be true, but I believe that it is a fatal mistake to try to shield woman from everything hard and disagreeable. Difficulties strengthen the character, and roughing it a bit is wholesome. The person who is cared for through life like a baby will remain a baby always. Young babies are very sweet—sometimes—old babies not all so. Keep woman away from the darker side of life by all means. Shield her from temptation and give her the benefit of your superior strength and experience, but don't blunder into the idea that she is so fragile a piece of human virtue that she will not bear a little contact with the world. I presume that I shall be written down as a brute by a majority of the feminine readers of this paper after they have read the above. However, I really hope that the women's department of THE STATION AGENT will prove a success, and that the wives and daughters of our readers will take an interest in it and assist in making it one of the most interesting features of the paper. I know that crabbed old Dr. Quills will be pardoned if he occasionally steps over the line and usurps the prerogative of the editress of the woman's department. I suppose of course it is an *editress*, for no man would dare to undertake such a duty.

Speaking of Adam and Eve, I found floating around in my exchanges the other day an item of great antiquity, but still interesting and perhaps so ancient that it will be new to many of my readers. It is one of the cleverest plays upon words that has ever come to my observation. If the chestnut is too mouldy please



push the button that connects with the bell in my office. Now, you have all heard the story of the apple that Eve is supposed to have eaten and afterward buncoed Adam into the same trouble. History does not state positively whether one or more apples were eaten. Now let us figure it out. Some say Eve 8 and Adam 2—a total of 10 only. Now we figure the thing out far differently. Eve 8 and Adam 8 also—total 16. And yet the above figures are entirely wrong. If Eve 8 and Adam 82, certainly the total will be 90. Scientific men, however, on the strength of the theory that the antediluvians were a race of giants, reason something like this: Eve 81 and Adam 82—total 163. Wrong again. What could be clearer than, if Eve 81 and Adam 812, the total would be 893? If Eve 811st and Adam 812, would not the total be 1623? I believe the following to be a fair solution: Eve 814 Adam, Adam 8124 Eve—total 8,938. Still another calculation is as follows: If Eve 814 Adam, Adam 8122 oblige Eve—total 8,936. We think this, however, not a sufficient quantity. For though we admit that Eve 814 Adam, Adam if he 8081242 keep Eve company, total 8,082,056. All wrong. Eve, when she 81812 many, and probably she felt sorry for it, but her companion in order to relieve her grief 812. Therefore, when Adam 8181240fy Eve's depressed spirits. Hence both ate 81,896,864 apples.

All of which goes to show how easy it is to juggle with figures.

Just a short time since, as I have said before, the omniverous printer put forth a plaintive wail for copy for this month's paper. I told him to wait, which, as the copy was not yet written, compelled him to make a virtue of necessity. The old adage "Everything comes to him who waits" was recalled to my mind by this incident. Now, this advances a very pretty and pleasant theory, but its literal interpretation makes it capable of great misconception, for if it is in one sense true, its reverse is equally true. Nothing comes to him who waits. Nothing ever will come to him who waits and does no more. There is nothing in the world that is of any value that has not to be struggled for, and those who sit down and fold their hands, expecting fate and fortune to bring them what they most desire, will meet with the disappointment they deserve. Some things may come to him who waits, but more to the man who is up and hustling.

I do not pretend to be a religious man in the strict sense of the word. I cannot subscribe to the tenets of modern theology, even though it has made wonderful advances during

the century. But I respect the orthodox believer more than I do the dogmatic unbeliever, who in the expression of his own alleged liberty of thought, denies everything that other people believe, and fails to realize that his own self-assertion is as objectionable a form of bigotry as that of the religious enthusiast. The usual cry of the self-sufficient skeptic is that he "does not believe because he cannot understand." The mystery of a human soul and its immortality, of a divine intelligence in the universe, of infinite space and eternal life, are beyond his comprehension. Therefore, he denies them all and contents himself with the knowledge that he lives and that, as he does not understand the supreme laws governing space and time, there can be nothing more than a blind chance in the movement of men and worlds. I have known a great many different kinds of fools, but the man who denies the possibility of a law because he cannot bring it within the range of his comprehension, is more kinds of a fool all at once than any other representative of the human race extant. We know that man and other forms of animal life live and have their being. Now, can my agnostic friend explain the phenomena of animal life? If not, why does he admit its existence? When I consider man's physical organization alone, to say nothing of his mental and spiritual faculties, I stand in awe before the mighty intelligence that must have originally planned this wonderful mechanism and set in operation the laws that through the workings of countless centuries have brought it to its present state of perfection. Few people know how "fearfully and wonderfully" they are made. Let us look at a few statistics. In the human body there are about 263 bones. The muscles are about 500 in number. The length of the alimentary canal is about 32 feet. The amount of blood in an adult averages 30 pounds, or fully one-fifth of the entire weight. The heart is 6 inches in length and 4 inches in diameter, and beats 70 times per minute, 4,200 times per hour, 100,800 times per day, 36,692,000 times per year, 2,565,440,000 in three score and ten, and at each beat  $2\frac{1}{2}$  ounces of blood are thrown out of it, 175 ounces per minute, 656 pounds per hour,  $7\frac{3}{4}$  tons per day. All the blood in the body passes through the heart in three minutes. This little organ, by its ceaseless industry, pumps each day what is equal to lifting 122 tons one foot high, or one ton 122 feet high. The lungs will contain about one gallon of air at their usual degree of inflation. We breathe on an average 1,200 times per hour, inhale 600 gallons of air, or 24,000 per day. The aggregate surface of the air cells of



the lungs exceeds 20,000 square inches, an area nearly equal to the floor of a room twelve feet square. The average weight of the brain of an adult male is three pounds and eight ounces; of a female, two pounds and four ounces. The nerves are all connected with it, directly or by the spinal marrow. These nerves, together with their branches and minute ramifications, probably exceed 10,000,000 in number, forming a "body guard" outnumbering by far the greatest army ever marshaled.

The skin is composed of three layers, and varies from one-fourth to one-eighth of an inch in thickness. The atmospheric pressure being about fourteen pounds to the square inch, a person of medium size is subjected to a pressure of 40,000 pounds. Each square inch of skin contains 3,500 sweating tubes, or perspiratory pores, each of which may be likened to a little drain pipe one-fourth of an inch long, making an aggregate length of the entire surface of the body of 201,166 feet, or a tile ditch for draining the body almost forty miles long. Man is marvelously made. Who is eager to investigate the curious and wonderful works of omnipotent wisdom, let him not wander the wide world around to seek them, but examine himself.

And then bow to the omnipotent power of the Creator of the greatest wonder of the world—man.

Next to the phenomena of life is the awful wonder of death. Medical science tells us that it is that state of being in which there is total and permanent cessation of all the vital functions. We know that the spirit or mentality of man vanishes with the death of his body, but the profoundest philosophy has never penetrated into this mystery, nor told us more than we already know of it ourselves. We all dread death, not only because we fear the physical pangs of dissolution, but that we are entering into the borderland of the unknown. With the hope and fears of the future I have nothing to do, but in my medical practice I have found nothing repulsive in the act of death itself. Many people have an idea that death is necessarily painful, even agonizing; but there is no reason whatever to suppose that death is more painful than birth. It is because in a certain proportion of cases dissolution is accompanied by a visible spasm and distortion of the countenance that the idea exists, but it is nearly as certain as anything can be that these distortions of the facial muscles are not only painless, but take place unconsciously. In many instances, too,

a comatose or semi-comatose state supervenes, and it is altogether probable that more or less complete unconsciousness then prevails. We have, too, abundant evidence of people who have been nearly drowned and resuscitated, and they all agree in the statement that after a few moments of painful struggling, fear and anxiety pass away, and a state of tranquillity succeeds. They see the visions of green fields, and in some cases hear pleasing music, and, so far from being miserable, their sensations are delightful. But where attempts at resuscitation are successful the resuscitated persons almost invariably protest against being brought back to life, and declare that resuscitation is accompanied by physical pain and acute mental misery. Death is a fact which every man must personally experience, and consequently is of universal interest; and as facts are facts, the wiser course is to look them squarely in the face, for necessity is coal black and death keeps no calendar.

The great trouble with the bulk of mankind is that they live to die rather than to live again. I believe that we should live to live. Live so that our lives may be monuments in the hearts of our friends. Live so that we may be better fitted for a life of usefulness in whatever sphere we may be placed hereafter. Let us live so that life in its broadest sense will be ours now as well as hereafter. We know not what the Divine Will may be in the disposition of the human soul. A million years are but as a moment in the light of eternity, and the brief span of human existence seems but a meager preparation for the eternal life of a soul. I incline more to the belief that the soul works out its development and purification through a period of successive existences in this life, and that many experiences in human form are required to bring it to a state of perfection where it can enter into the perfect peace of man's conception of heaven. Let us cease worrying about death. There is no death. The world teems only with life, ever changing and shifting as the sands of the desert. Death is but a state of transition, and as our individual consciousness ceases with the change, we need not worry over the matter, but give our entire attention to the problem of life which is ever before us. A strict observance of the golden rule laid down by the greatest moral teacher of the ages will solve this problem, and by following it we will find that life itself is worth the living and that death need not concern us.

DR. QUILLS.





### A Dangerous Decision.

The attention of the railroad world, and indeed that of both employers of labor and employees as well, has been directed to the strike of the engineers on the Toledo, Ann Arbor & Northern Michigan Railroad, and the sensational legal complications arising therefrom. In another part of this issue will be found a full history of the case and its present status. The decision of Judge Ricks is unprecedented in the annals of American jurisprudence. It is tantamount to a declaration that no employee can leave his position until such time as his doing so will not inconvenience his employer or the public. Such a ruling by one of the highest courts of the land becomes a subject for the most serious consideration of the American people. The immediate consequences may be gratifying to a few railroad officials, and the ruling may be endorsed by short-sighted individuals, who are antagonistic to the objects and policy of labor organizations. But we must look beyond all this, and realize the danger of permitting any such attempt as this to abridge the liberties of our people. Judge Ricks says that as "the time for leaving your post might come under circumstances when you would by such act imperil the safety of lives entrusted to your employers and do his business vast and irreparable injury" no man must stop work until he can do so without injury to his employer and without "involving him in a conflict with the court." Pray who is to be the judge of what time it is most convenient for a man to quit work? Shall it be the employer himself or must every laborer appeal to the United States court for permission to exercise the inalienable rights of an American citizen. If an employee must not leave the service of his employer until the latter will

not be put to loss or inconvenience by his so doing, why not reverse the ruling, and hold that no employer shall discharge an employee until such time as it suits the latter's convenience and will not work an injury to him or his family? What is fair for one is fair for another. There should be no discrimination under American laws. An edict of court that does not apply equally to employer and to employee will never be sustained by the American people.

Judge Ricks' ruling, if carried into effect in the workings of our labor system, would mean a slavery as damnable as that which the liberty-loving people of America wiped out a generation ago in the blood of half a million patriots and at a cost of seven billions of treasure. We have only to watch, however, the course of the unprejudiced press of this country, to realize how utterly repugnant to American principles is the attempted enslavement of its laboring classes. We do not believe that the highest court in the land would dare to sustain this ruling in the face of the almost universal condemnation of the press of the country. If it should be done! Well, the people make the laws and select their servants whom they wish to enforce them. Unjust laws can be repealed or straightened out so as to ensure correct interpretation, and judges can be brought to task for prostituting their high positions to the interests of the favored classes. There is no law in America that can compel a free citizen to give his service unwillingly to another, unless tied down by a specific contract. And even in the latter case the employer has resource except by civil action in the event of a violation of the contract. Any law which will permit an individual or a corporation to compel the service of another should be stricken from our statute books. We do not



believe, however, that any such interpretation of the law is warranted and a judge who would prostitute himself to a corporation by juggling with the laws and menacing the liberty of the people ought to be impeached. Judge Ricks was taken to Toledo from Cleveland by special train via the Lake Shore road in order that summary action should be taken against the strikers in the interest of that corporation. It will be pertinent to enquire if Judge Ricks or the United States government paid for this special train service, and if not what right Judge Ricks had to accept of it.

The end in this matter is not yet. The press, the public and the legal fraternity generally criticise the decision. Its only defenders are certain railroad officials and their tools and employers of labor who see in it a death blow to labor organizations, and hail this as a consummation devoutly to be hoped for. We have never advocated radical measures, nor are we entirely in accord with the methods of labor organizations, but our sympathies are, and always will be, with the wageworkers of the country. We are with them in every effort they may make to better their condition and to enforce justice from the growing power of combined capital.

We believe that Judge Ricks' decision is the first step towards the establishment of an oligarchy of capital which, if continued unchecked by the people, would plunge this country into revolution and bloodshed. Judge Ricks pretends in his ruling to defend the interests of the people and the federal government. Very good. But the federal government cannot compel for one moment the services of any man unless he is regularly sworn into its army or navy. Railroad employees owe no duty to the United States government as individuals, except as citizens in their observance of the laws of the country. There is no law to compel them to work for any individual or corporation one instant longer than may suit their own pleasure. The interests of the people at large are not to be gauged by the desires of a few travelers who may be inconvenienced by the refusal of trainmen to continue in the service of a corporation that will not accord justice to its employees. We must look at both sides of this question. Men are universally selfish. The man who is detained during a railroad journey by a strike considers himself aggrieved and denounces the strikers who have caused this personal inconvenience. Yet this same man would strenuously resist any attempt to restrict his own actions, and would denounce in equally strong terms a decision of court which attempted to compel

him to give his services unwillingly to another. It is important that the United States mail be carried expeditiously and promptly. It is important that interstate commerce and the commerce of all the people be transported with as little delay as possible. It is of the utmost importance that our transportation lines be kept open at all times and that the people receive the service they are justified in expecting. But it is more important that the American people should be free to act, inside the law, of their own free will. We cannot compel the service of any free man, that his fellow citizens may receive the benefit of the same. If the people of this country insist upon a railroad service which will be absolutely removed from any possibility of labor agitation there is but one way to secure such service. Let the government buy the transportation lines and compel every employee to take the same oath as that administered to the recruits in our army and navy. This is the only way we can restrict the individual actions of railroad employees in the legitimate exercise of their privileges as American citizens. We do not believe that our people are ready for any such radical change in our public policy.

One answer to the questions involved has been made by Mr. J. M. Ashley, vice-president of the Toledo, Ann Arbor & North Michigan railroad, concerning the judgment of the courts prohibiting employees from boycotting freight coming from another road that happens to be under boycott. He thinks that the best way out of the difficulty would be to enter into definite contracts with employees for their services, with a time-limit that would bind both parties. We give below his propositions, which all railroad men will read with interest:

The services rendered by railroad companies is a public service, regulated and controlled by law. This regulation and control relates directly to the corporation and managing officers, and affects by implication only the employees of railways, whose services are essential to the public welfare. As a remedy I submit the following as a basis for legislation:

First—Entrance into the railway service should be by enlistment for a definite period.

Second—Examinations as to the mental and physical qualifications of all applicants should be made and an oath taken to support the Constitution of the United States and to obey the laws of the state and nation, and enforce the rules and regulations of the company to the best of their ability.

Third—Resignations and dismissals from the service shall be governed by fixed rules. In case of inefficiency endangering the public, summary dismissal shall be in force, in all other cases sixty days' notice be given either party desiring to terminate the relation.

Fourth—Compensation to be fixed at the time of enlistment, to be changed only by



mutual agreement, or in case of great financial changes in the country's monetary system, such as a change from a gold to a silver or paper basis by arbitration.

Fifth—Promotions shall be made under a uniform system of rules.

Sixth—The boycott and blacklist to be prohibited and made a felony, with proper punishment.

Mr. Ashley's propositions cut both ways as notice the words of Chief Arthur of the Brotherhood of Engineers:

"All the engineers and firemen ask is fair play, and there will be no trouble. If the men are not at liberty to quit work when at any time it suits their convenience, then certainly the same rule will apply to the railway company and deny them the right to discharge a man at any time they choose without consulting his convenience or comfort. We are at any time ready to subscribe to any rule that will apply alike to employer and employee."

Mr. Ashley's suggestions, while they might overcome many of the existing difficulties, still lack the essential principle which would apply to the ruling of Judge Ricks. The violation of a civil contract does not constitute ground for criminal action. Judge Ricks apparently holds that it is a criminal offense for a railroad employee to quit work against the wishes of his employers.

Contempt of court is ground for criminal action. Judge Ricks holds that the action of the men involved in this case in refusing to work for a certain corporation is contempt of court; hence they are liable to criminal prosecution, he pretends. Are the laboring classes of this country—the brain and brawn of the American people—prepared to accept this revolutionary decision? We believe not. And we believe further that this decision by this corporation-fed judge is the most dangerous legal action this country has seen since the Supreme Court of the United States sustained the constitutionality of the fugitive slave law, and by so doing planted the seed that afterward germinated in secret treason, was developed in secession, and reaped in a bloody harvest of revolution and death.

#### Excessive Commissions.

Our position on the commission question is too well known by readers to require repetition here. We have no objection to the payment of reasonable commissions under existing circumstances, but realizing that, in the fierce competition for business, the tendency is towards excessive commissions, and that this abuse works an injury both to the agents, the companies and the public, we feel that it would be better for all concerned if commissions

were absolutely abolished and agents paid in proportion to the service they rendered. There can be no denial of the fact that the agents of the country as a class are not as well paid as they should be, and the commission question is partially responsible for this. The salaries of thousands of agents were originally based on the assumption that they added to it largely by commissions from foreign lines. In other words each company economized in its own pay roll by depending upon other roads to make up the difference, while at the same time in most cases it paid out to foreign agents much more than the difference between good wages and the beggarly compensation for which its agents were supposed to give their services. There has been so much agitation on the commission question that it is difficult to determine just how the matter stands. Lines declare they will not pay commissions, but their actions belie their words. Agents are forbidden to receive commissions, but—hold on, though, we mustn't give anybody away. Of course they don't take commissions, but the checks seem to go through the clearing house just the same, and somebody must get the money. Let us be charitable and believe that these commissions are donated to charity in every case. There is no law to prevent an agent from taking a commission check and turning it over to some charitable institution. It would be a hard-hearted general passenger agent who would find fault with this. Then you know "charity begins at home" and—well, we're getting too deep into this complication and will switch off. The fact remains that commissions are paid all over the country and someone receives them. Hence the painful conclusion that some agents are not living up to instructions. However, it is hard to criticize in the face of the indifference of most companies to the just claims of their agents for a satisfactory readjustment of salaries.

But if commissions must be paid and received, let agents do all in their power to put a stop to the greed which demands excessive commissions. A circular sent out to agents not long since by a leading western line echoes our sentiments in this matter. It is as follows:

As you have not been allowed the excessive commissions on business ticketed over this line during the past month, on the basis recently adopted by some of our competitors, the following explanation is made regarding the matter:

We consider that our action in declining to pay these exorbitant rates of commission is the proper stand to take, for the reason that if the payment of these excessive rates of commission is continued, it will, in the end, result



in the entire abolishment of all commission payments. It is evident that owners and operators of railways will not long tolerate the payment of such outrageous rates of commission, as they are unreasonable and unjust in the extreme. And I believe our competitors have inaugurated this highly absurd policy with a view to speedily and effectively discrediting and ultimately bringing about a final abolishment of all manner of commission payments.

As we are not in favor of the abolishment of the payment of commissions, believing in the payment of a reasonable rate of commission to ticket agents on ticket sales, we have decided that for the present we would not meet the disreputable action of our so-called competitors. The rates of commission to be paid by this line will remain as at present, and we will rely upon the good judgment of those vitally interested to see that our interests are not affected; feeling confident that they cannot, consistently, allow these exorbitant rates of commission to influence them when they understand and appreciate the ultimate end of such an irregular policy.

G. P. A.

This is the correct position to take. It is not necessary to mention names. Every ticket agent understands the situation, and knows the rates of commissions paid. It does not follow, if he is receiving commissions at all, that he should decline to receive any amount that may be sent, but he should not permit bribery to influence his actions in distributing business. His first duty is to his employer, next to the public and lastly to the foreign lines for whom he does business. Let him show to those lines that have always been fair in their dealings with him on the commission question that the few extra dollars which a competitor will pay him in excess of a fair compensation will not influence him to their detriment. Commissions are the golden eggs in the ticket business. Don't squeeze the goose that lays them too hard, or the supply may cease altogether.

#### Expensive Economies.

Under the caption of "Expensive Economies" a writer in *Railway Appliances* says:

Saving at the spigot and wasting at the bung is not a monopolistic characteristic of individuals. I have seen railroads discharge wipers from the roundhouses to save expenses, and have more breakdowns, wear out more brasses, cut more guides, use more oil, and suffer more waste generally in two months than an army of wipers would cost in a year. I have seen them hire cheap foremen and lose more in fuel and unearned wages than the salary of the general manager, who dictated the economy, amounted to. I have seen them buy cheap—no, low-priced, coal and iron and brass and oil that cost more in the long run than the highest priced articles on the market.

I have seen them lose thirty per cent. in the hauling capacity of their engines by cheap (?) oil. I have seen them lose time and money far above their cost by cheap (?) wheels, and I have seen them, I might almost say, lose their dividends by cheap men, and I have certainly seen them lose their heads in their frantic race after the cheap (?).

Let us add to this list the superintendent who saves a few dollars a month by cutting down his telegraph force, and thereby runs the risk of an accident that may cost his company more than the wages of all the operators on the line. There is also the general manager, and unfortunately "his name is legion," who grinds down expenses in the operating department, and by shaving the salaries and reducing forces fondly imagines that he is increasing the earning capacity of his company. Experience should be sufficient to demonstrate to this class of officials that cheap men are dear at any price. Incompetent or dissatisfied agents are not fit to represent a railroad company and cannot be depended upon to increase or maintain its revenues. Young and inexperienced operators are a constant menace to the property of a railroad company and the lives of its patrons. When will railroad companies adopt the platform of *THE STATION AGENT*—"first-class men at first-class salaries?" We urge this reform not only for the sake of the employees whom we represent, but in the interests of the companies and the public as well. Let us have no cheap labor in the station service.

At the annual meeting of the American Association of General Passenger and Ticket Agents the following officers were elected: President, F. Chandler, of the Wabash; vice-president, J. C. Anderson, of the New York, Ontario & Western; secretary, A. J. Smith, of the Lake Shore & Michigan Southern. The new executive committee is as follows: J. C. Pond, of the Wisconsin Central; D. G. Edwards, of the Queen & Crescent, and J. R. Buchanan, of the Sioux City & Pacific. W. A. Thrall, of the Chicago & Northwestern, was chosen to make the semi-annual address at the next meeting.

Members of the I. A. T. A. will be pained to learn of the death of Mr. J. W. Albert, one of our Florida members, which occurred at Quincy, Fla., some time since. Mr. Albert was kicked by one of his own horses, and died a few hours later from the internal injuries inflicted. He was 30 years of age and leaves a young widow.



## THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Railway Service in General.

### OFFICIAL ORGAN

*The International Association of Ticket Agents.*

*The Railway Agents' Association.*

*The American Railroad Clerks' Association.*

*The New England Railroad Agents' Association.*

Entered at the post office at Cleveland, O., as second-class matter.

CLEVELAND, O.

THE CLARK-BRITTON & WRIGHT CO., PUBLISHERS,  
45-49 Sheriff Street.

R. W. WRIGHT, EDITOR AND MANAGER, Cleveland, O.

GEO. A. ROUND, ASSOCIATE EDITOR, Waltham, Mass.

C. S. BRITTON, PRESIDENT, Cleveland, O.

C. R. CLARK, SEC'Y & TREAS., Cleveland, O.

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SINGLE COPIES, .20

Advertising Rates will be made known upon application.

VOL. IX. MARCH, 1893. No. 1

Remittances may be made by Draft, Postoffice or Express Money Order, Postal Note, or Registered Letter, and should be made payable to the order of THE CLARK-BRITTON & WRIGHT CO. Currency, unless registered, at sender's risk.

Advertisements and correspondence relating thereto should be addressed to Chas. R. Clark, Manager Advertising Department. Advertising forms close on the 25th of the preceding month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

### OUR PLATFORM.

Inasmuch as the freight and ticket agents are the direct revenue getters of the railroad companies of the country, we believe that the best interests of both officials and agents will be best subserved by the establishment of the closest relations between the station service and the traffic department.

THE STATION AGENT, therefore, will at all times seek to advance the interests of its clientele, and the railroad interests in general, by strictly adhering to this policy. While extending the right hand of fellowship to all other classes of employees in the railroad service, yet THE STATION AGENT maintains that the position of the agents is not such as to warrant or require their affiliation at the present time with their fellow workers in other branches of the railroad service, and we shall at all times oppose the adoption of such a policy.

THE STATION AGENT, as the representative publication of the agents of the country, will ever be ready to fight for their rights. We are for peace, but not "at any price." Our columns are open to any agent in defense of a legitimate cause.

THE STATION AGENT is the direct medium of communication between the railroads and the agents, and consequently we will at all times be glad to have the traffic departments make use of our columns for the publication of such matter as may be of direct interest to agents.

THE STATION AGENT does not believe that it will ever be necessary for the agents to organize upon a "striking" basis. We know that the class of men engaged in the station service are above the necessity for such a policy. They are, or should be, in direct touch with the traffic department. Anything tending to discourage this idea is inimical to the best interests of the entire railroad service.

THE STATION AGENT will endeavor to convince railroad managers, as well as agents, of the value of a policy that recognizes this fact, and that lends encouragement to the agents in building up their own organizations on a conservative, non-striking basis.

For the year of our Lord 1893, the key words of THE STATION AGENT's editorial policy will be *Fairness, Fearlessness, Conservatism.*

### How Many Will be There?

We are bound to get all the fun and excitement possible out of the World's Fair, and as we are not selfish we want our readers to share in the amusement.

The question has been asked, How many people will there be in attendance at the World's Fair on the opening day, May 1?

Now, neither the editor nor the publishers of THE STATION AGENT are seventh sons of seventh sons, nor in any way gifted with omniscience; we are frank to admit that we don't know. No one does, for that matter. We might make a guess at it, and come near hitting the bull's eye, and so could anyone else. As we were thinking this matter over the idea struck us that we could stir up a lively interest in the matter in THE STATION AGENT family, present and



prospective, by offering some prizes for the best guesses. Consequently the following plan was evolved in our editorial brain. We give it below in the form of a circular which has been sent out with the several thousand sample copies which we distribute each month, hoping thereby to induce the benighted heathen in foreign lands (yclept agents who are not subscribers to our paper) to come into the fold ere it is too late. This circular is self-explanatory:



PLACE:  
Editorial Sanctum  
of "The Station  
Agent."

TIME:  
The Present.

DRAMATIS  
PERSONÆ:

Ye Editor at Tele-  
phone; Likewise  
Agent, a Prospec-  
tive Subscriber,  
'steven miles or  
more away.

EDITOR.—Hello! Going to the World's Fair this year?

AGENT.—'Fraid not; can't afford it.

EDITOR.—See here, we've got a scheme; perhaps you can. (Yes, we're talking yet, central.)

AGENT.—How's that?

EDITOR.—We are curious to know how many people will be present at the opening day of the World's Fair, May 1, 1893. Now, just as a flyer we will make the following offer to our readers:

*First Prize.*—To the subscriber making the closest guess, \$100 cash.

*Second Prize.*—To the subscriber making the second closest guess, \$50 cash.

*Third Prize.*—To the subscriber making the third closest guess, \$25 cash.

*Fourth Prize.*—To the subscriber making the fourth closest guess, \$15.

AGENT.—How do I get in on this?

EDITOR.—Send \$2 to THE STATION AGENT, Cleveland, Ohio, and with the money give your estimate of the first day's attendance at the Fair. You will receive a year's subscription to THE STATION AGENT. Your guess will be entered, and the prizes awarded as soon as the official report is made of the attendance.

AGENT.—I'll try that. Look out for me next mail.

(Ding-a-ling-a-ling-ling.)

We are not fooling about this. It's a bona-fide offer open to everyone. Every subscriber has a chance except that his subscription must be paid up in full when guess is made. If you are not a subscriber send in \$2.00 at once and get in your guess. If you are in arrears, pay up and take a chance. One guess allowed each subscriber each month that this offer appears in THE STATION AGENT, *i.e.*, January, February, March and April, which makes four guesses allowed to each person. The prizes will be paid May 15, 1893. Note the prizes again:

FIRST PRIZE	\$100	for the closest guess
SECOND PRIZE	50	" " " "
THIRD PRIZE	25	" " " "
FOURTH PRIZE	15	" " " "

We enclose small envelope. Write your guess on a slip of paper, with full name and address, place in envelope and seal. Write your name and address on the outside of the envelope, and mail to us with your subscription. The prizes will be paid to the persons first making the nearest guesses.

All guesses must reach us not later than April 30, 1893.

Don't delay this.

THE CLARK, BRITTON & WRIGHT CO.,  
CLEVELAND, O. Publishers THE STATION AGENT

(Cut this coupon out and send to us in sealed envelope.)

On the first day's attendance at the World's Fair, I guess:

Name.....

Address.....

NOTICE:—As a number of wild guesses have been received, we have decided to cancel our offer for the "booby prize," it being evident that some of our readers are making efforts to obtain the medal by unfair means. Hereafter make a bona-fide guess on the attendance.

FIRST DAYS AT PHILADELPHIA AND PARIS.

At the request of many of our readers we give the attendance at the opening days of the Philadelphia and Paris expositions. At Philadelphia it was in round numbers 110,000 and at Paris about 150,000. It is estimated that there were about 175,000 persons on the grounds at Chicago dedication day.

#### Personals.

J. C. McQuiston has been appointed city passenger agent at Kansas City, Mo., of the Kansas City, Ft. Scott & Memphis, succeeding W. L. Hendershot.



# CURES Catarrh,

HAY FEVER,  
CATARRHAL DEAFNESS,  
COUGHS, COLDS, ASTHMA,  
BRONCHITIS, HEADACHE,  
LA GRIPPE, ETC.,

OR MONEY REFUNDED!



FOR DISEASES OF THE HEAD THROAT & LUNGS.

We mean just what we say. Medicine enough to last four months with each Mediator.

The medicine is put on a sponge in enlarged part of Mediator. Insert twin tubes in nostrils, single tube in mouth, then blow; thus your lungs force highly medicated air to all parts of the head and throat. Send for terms, testimonials and further particulars. **Agents Wanted. Price, Complete by mail, \$1.50.**

## RAMEY & CO., PROPS.,

Room D, 85 Dearborn Street, - - - CHICAGO, ILL.



The testimonials given have been selected because they are from prominent people. We have thousands of just such testimonials from persons in every state. For proof of this send us a postal card with your address thereon. We want agents everywhere, and ladies as well as gentlemen make good agents. No experience is required to sell our mediator.

### WHAT A PROMINENT CLERGYMAN SAYS

CHICAGO, Jan. 14, '92.

I have used Ramey's Mediator and Compound Inhalant for Hay Fever and found relief. I should think such a remedy would be valuable for colds and catarrh.

REV. H. W. THOMAS, 535 W. Monroe St.

### A PHYSICIAN OF 26 YEARS' PRACTICE, SAYS:

Ramey & Co. AURORA, ILL., Dec. 31, '91.

I have used your Mediator in my practice, and I know of no instrument so good for the introduction of Inhalant Medicines to the nose, throat and lungs. By your instrument the patient can send the medicine to the lungs, throat and all parts of the head. It is very useful in the treatment of Catarrh, La Grippe and kindred troubles. T. M. RIPLETT, M. D.

### DEAFNESS CURED.

L. W. NICHOLS, JEWELER, SAYS:

Ramey & Co. RICHMOND, ILL.

A few weeks ago I bought one of your Mediators and Catarrh Cure for my wife who was very deaf from Catarrh. The use of it has been miraculous. Her hearing is perfectly restored.

CHICAGO, ILL., Jan. 10, '92.

Ramey & Co., 85 Dearborn St., Chicago.

I have been using your Mediator, and am well pleased with it. It has performed a wonderful cure for me of an aggravated case of catarrh of long standing. I consider your method of curing catarrh, la grippe, etc., as the best known treatment, and cheerfully recommend it.

C. S. NELLIS, 6540 Yale St.  
With U. S. Express Co.

### ASTHMA, ETC., CURED.

BUTLER, PENN., March 10, '92.

Messrs. Ramey & Co.

I have used your Mediator since the 15th of last December with most wonderful effect. I was bothered with catarrh, bronchitis and asthma so I could not preach ten minutes at a time without becoming very hoarse. I had lost my taste and smell. It is a surprise to everyone that I have no more asthma or catarrh. My sense of smell and taste are perfectly restored. Before getting your remedy I felt that I would have to give up my ministry. I cannot speak too highly of this most wonderful and simple remedy.

Very gratefully yours, F. E. BADGER,  
Rector St. Peter's Church, Butler, Penn.

Send for full description and additional testimonials.



## Clean Up.

AS all railways and railway men are liable to be inspected now and then, says the *Railway Age*, the following order to the agents of a certain road, which accidentally came under our notice the other day, is published as a matter of general interest and information. It is possible that there are other roads in the country whose agents need to be requested to have their "depots, waiting-rooms and faces kept clean until after this inspection."

— Railroad.

TO ALL AGENTS: Our New York owners will be out to inspect their property between the 3d and 8th of February. I desire that you have your windows washed, floors scoured and all paper and trash of every kind piled and burned out of sight not later than the 2d of February, and I want your depots, waiting-rooms and faces kept clean until after this inspection, and for once, if the inspectors should find your station in an untidy condition, I hope you will not try to outtalk me with the excuse that you had a dirty crowd the night before.

Each station where a regular porter is not employed will be allowed from 25 cents to \$2 for this sanitary movement, and stations that employ regular porters will be specially dealt with if these instructions are not carried out.

## FAT FOLKS REDUCED

— BY —

DR. SNYDER,

The Successful Obesity Specialist.



Mrs. Alice Maple, Oregon, Mo. Weight: Before treatment, 320 lbs.; after treatment, 168 lbs.

The following persons have taken treatment of Dr. Snyder, with loss of weight as given below. They will cheerfully answer all inquiries if stamps are inclosed.

MRS. RACHEL C. JOHNSON, Pacific Junction, Iowa.....	325 lbs.	147 lbs.	178 lbs.
MRS. ALICE MAPLE, Oregon, Mo.....	320 lbs.	168 lbs.	152 lbs.
S. B. COPE, Omro, Wis.....	340 lbs.	205 lbs.	135 lbs.
SIMEON VAN WINKLE, Franklin, Ill.....	424 lbs.	298 lbs.	126 lbs.
MRS. GEORGE FREEMAN, Ft. Bidwell, Cal.....	278 lbs.	172 lbs.	106 lbs.
MRS. SARAH BARNER, 1311 So. Fifth-st, Leavenworth, Kas.....	375 lbs.	170 lbs.	105 lbs.

**PATIENTS TREATED BY MAIL.**

Confidential. Harmless and with no starving, inconvenience, or bad effects. For particulars call, or address with 6c in stamps.

DR. O. W. F. SNYDER,

McVicker's Theatre Bldg., CHICAGO.

It is well to have several strings to your bow.

STATION AGENTS . . . . .  
CAN MAKE MONEY . . . . .  
DURING THEIR SPARE MOMENTS  
BY SELLING . . . . .



## CLEVELAND BICYCLES

. . . . . FITTED WITH . . . . .

Cleveland Thread Pneumatic Tire.

**T**RANSVERSE  
THREADS ON THE  
READ.

Lightest, Most Resilient and Swiftest Tire  
yet invented.



Constructed on Correct Principles.

SEND FOR . . .  
CATALOGUE. . .

**H. A. LOZIER & CO.,**

340 SUPERIOR STREET,

CLEVELAND, OHIO.



ABSOLUTELY

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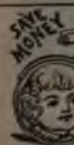
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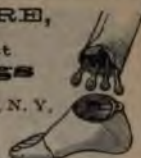
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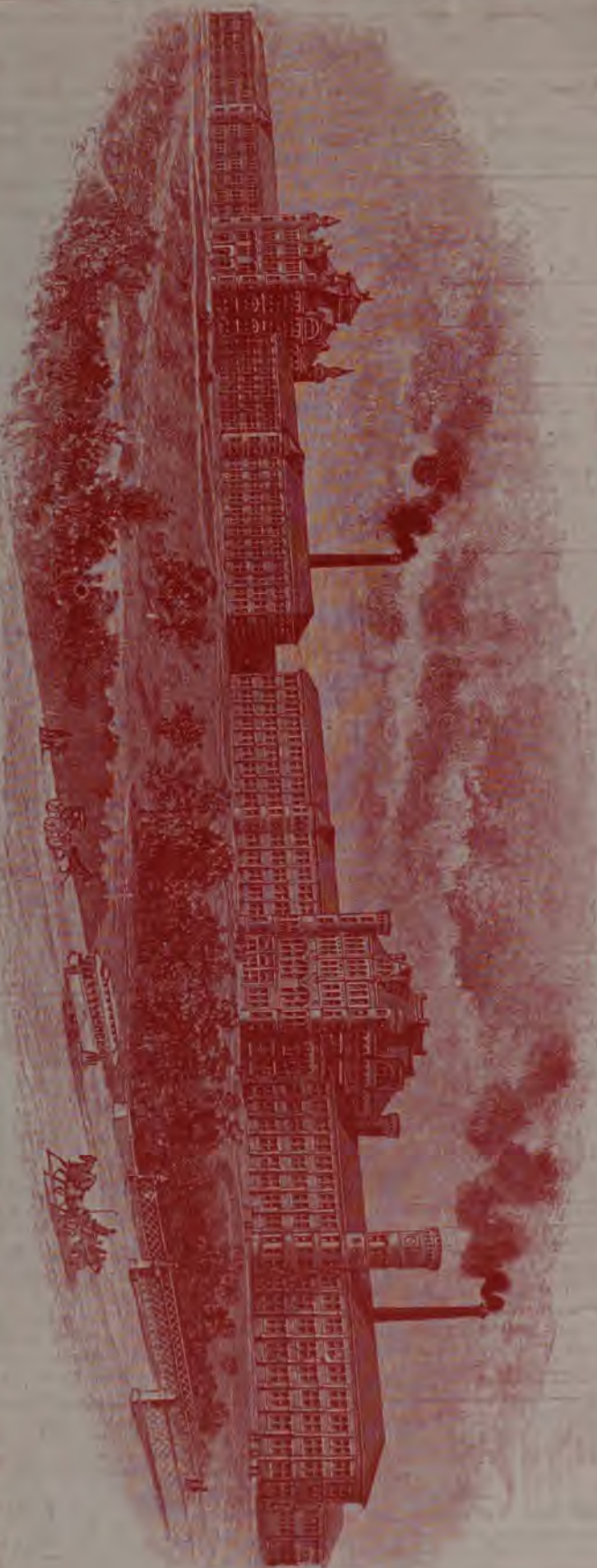


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SEVENTEEN JEWELLED WATCHES.

... THE ONLY LINE OF ...  
A SEVENTEEN JEWELLED ...

... WATCHES ...  
... IN THE WORLD ...



## "CATCH, THEN, O CATCH

### THE TRANSIENT HOUR."

When dear old Sam. Johnson read or uttered this, hours were hardly as valuable as minutes are now, and minutes as seconds. Split Seconds were unheard of, and instead of the fast Express, the lumbering Stage Coach. Now, a second may mean your missing a train; may mean the loss of thousands, and perhaps hundreds of thousands, and may mean life or death. Any way you take it, seconds mean money; therefore, the purchase of a

DUEBER-HAMPDEN 17 JEWEL WATCH is almost a necessity, and you will bless the day when you received this paper to remind you of it. Remember that the DUEBER-HAMPDEN WATCH has for years held its own against the most determined efforts and unscrupulous tricks of the Combine to displace it from popular favor.

.. The **DUEBER** WATCH WORKS,  
CANTON, O.





# The Station Agent

A  
MONTHLY MAGAZINE  
devoted to the Interests of  
TICKET AND FREIGHT AGENTS  
AND THE  
TRAFFIC DEPARTMENTS  
OF THE  
RAILWAY SERVICE



VOL. IX.

APRIL, 1893.

No. 2.



## THE HOSPITAL TRUSS.



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## Railroad Men are Liable to Rupture.

In case of rupture a good truss is an absolute necessity. THE HOSPITAL TRUSS is so made that it will retain the most obstinate hernia without the least discomfort to the wearer. The pad is so shaped that unlike the pads common to most trusses it will not dig into the flesh, and will not spread the parts, but fits in such a way as to bring the edges of the rupture together, thus insuring perfect support. Made in all sizes for men, women and children.

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Show this Adv. to any of Your Friends who Wear a Truss.

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## Of Special Interest To Railroad Men.

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Which is causing so much comment among musicians and the Music Trade.

It is Absolutely the most perfect Piano in the World  
IN

## TONE, TOUCH AND FINISH.

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CONVICTION? If so, write us.

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Every member of which wears an  
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ment we forward blanks to take measure.

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Through Trains between

**THE UNITED STATES AND THE CITY OF MEXICO.**

Passing en-route all of the PRINCIPAL CITIES in the REPUBLIC, making direct connection  
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CITY OF MEXICO.



## Study up California.

Every Ticket Agent should be thoroughly informed in regard to California Business at this time of year. **NO TICKET AGENT** is well informed unless he knows **THE ADVANTAGES** of the **ROCK ISLAND ROUTE**, and sends his friends via the **C. R. I. & P.**

# GREAT ROCK ISLAND To CALIFORNIA ROUTE

**VERY** important changes have recently been made in round trip California tickets.

We are prepared to offer extraordinary inducements and facilities to intending travelers which cannot help but be to their advantage. For full particulars address

**JOHN SEBASTIAN, Gen. Ticket & Pass. Agt.,  
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The New York, Chicago & Lake Erie R.R.

#### NOTE THE FOLLOWING IMPROVEMENTS

Which the Nickel Plate Road has made or is making in its facilities and train service.

Daily Service of Three Completely Equipped Trains  
IN EACH DIRECTION, INCLUDING

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The latter running between Chicago and New York, Philadelphia and Boston without change.

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At Chicago, located at the Twelfth Street Viaduct, corner Clark and Twelfth streets. All trains on the Nickel Plate Road now arrive at and depart from this station. Street cars pass the door on Clark and Twelfth streets for all parts of the city. In addition to these, the Wabash Avenue Cable line is three blocks east, the State Street Cable line two blocks east, and the South Side Elevated one block east. Passengers and baggage transferred to all depots and hotels by Parmelee's Transfer Company.

Our Chicago Ticket Office is at 199 Clark St.

In the heart of the business portion of Chicago. When visiting the World's Fair, have your mail addressed care of the City Ticket Agent of the Nickel Plate Road.

Tickets to all points East or West are on sale by agents of the Nickel Plate Road at the lowest rates.  
**B. F. HURNER, Gen'l Pass. Agt.**

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#### "Cleveland & Pittsburg Short Line."

Best, Shortest, Quickest and most Picturesque Route via Pittsburg, to Washington, Baltimore, Cumberland and all points in the South East.

**20** Twenty miles shortest line between Cleveland and Pittsburg.

**P** erhaps you ne'er have traveled yet,  
**&** know not best what things to see;  
**L** ist then to me—your friend well met.  
**E** 'er now you start—Go P. & L. E.

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**G. M. BEACH,  
Gen' Supt.**



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ELEGANT  
EQUIPMENT



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In Comfort and Elegance.

LEAVES CHICAGO DAILY AT

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AND RUNS TO

**ST. LOUIS**

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Ticket Agents, remember "The Diamond Special."

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Lighted by Gas Throughout and having New Equipment. Built expressly for this service and consisting of

Pullman Compartment Buffet Sleeping Car  
And Drawing Room Sleeping Car.  
Reclining Chair Cars And  
Compartment Coach and Smoker.



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City Ticket Office 141 Superior St.

STATION: ONTARIO ST., OPPOSITE HURON ST.

	Arrive.	Depart.
Canton, Coshocton, Zanesville.....	12 00 AM	7 00 AM
Canton, Coshocton, Zanesville.....	6 30 PM	3 00 PM
Canton-Kent.....	9 35 AM	6 05 PM
Kent.....	8 10 AM	5 45 AM

Suburban trains for Newburg and Bedford leave 6:05, 7:00, 8:55, 11:10 A. M., 1:30, 3:00, 4:55, 7:45, 9:05 P. M. Arrive 6:00, 7:10, 8:10, 9:35, 10:00 A. M., 12:00 M, 1:05, 4:10, 6:30 P. M. Chagrin Falls—trains leave: 6:05, 8:55, 11:10 A. M., 1:30, 4:55 P. M. Sunday only: 5:45 P. M. Arrive 6:00, 7:10, 10:00 A. M., 1:05, 4:10 P. M. Sunday only: 5:10 A. M. Theater train for Chagrin Falls and way stations Monday, Wednesday and Saturday leaves 10:15 P. M.

Trains marked \*daily. All others daily except Sunday.

## Valley Railway.

Depot Foot of South Water Street.

City Office, 218 Bank Street.

	Arrive.	Depart.
Akron & Canton.....	6 45 PM	7 15 AM
Akron, Canton & Valley Jt.....	10 30 AM	3 15 PM
Valley Jt. & Way Stations.....	10 45 PM	7 15 AM
Akron, Canton & Chicago.....	8 10 AM	6 30 PM
Wooster.....	12 40 PM	16 20 PM
Akron, Canton & Marietta.....	12 40 PM	11 00 AM
Akron, Canton & Cambridge.....	16 45 PM	13 15 PM
Wheeling, Washington, D. C., and Baltimore.....	12 40 PM	13 15 PM
Stuebenville & Wheeling.....	11 30 AM	11 00 AM
	12 40 PM	13 15 PM

\*Daily. †Daily except Sunday. Pullman Empire style Drawing-room sleeping cars between Cleveland and Chicago.



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BY TICKETING THEM VIA

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**PASSENGERS ARE PLEASED** by the First-Class Service, which includes Pullman Vestibule Dining, Sleeping and Parlor Cars of the latest design, and Modern Day Coaches. Vestibule trains over the Pennsylvania Lines run between Chicago and New York and between St. Louis and New York without change. Five through trains leave Chicago daily for the East and a similar service is in effect from East to West. Between Chicago and Louisville and Cincinnati there is a double daily train service both ways, and to Pittsburgh, Cleveland, Toledo, Erie, Columbus, Indianapolis, Ft. Wayne, Dayton, Springfield, Wheeling, and intermediate points, the service is all that can be desired. Detailed information will be cheerfully and promptly furnished, upon application, by either of the following representatives:

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General Passenger Agent, PITTSBURGH, PENNA.

**F. VAN DUSEN,**

Chief Assistant General Passenger Agent, Pittsburgh, Pa.

IN 1893

All roads lead to Chicago.

THE CHICAGO, MILWAUKEE & ST. PAUL R'Y  
..... LEADS THE VAN .....

EXCURSION RATES TO  
THE WORLD'S FAIR.

Ticket Agents are requested to urge Excursionists to  
make the trip early in the month of May.

GEO. H. HEAFFORD, Gen'l Pass. Agent, Chicago, Ill.

CLEVELAND, CINCINNATI,  
CHICAGO & ST. LOUIS,

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Short and Direct Through Car Line between

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Private Compartment Buffet Sleeping Cars, Standard Wagner Palace Sleeping Cars and Elegant Reclining Chair Cars on Night Trains. Luxurious Parlor and Cafe Cars on Day Trains.

The only line from the WEST and NORTHWEST via St. Louis, Chicago and Indianapolis, making direct connections in Central Union Depot, Cincinnati, with "P. F. V." Solid Vestibule train, via Chesapeake & Ohio railway to White Sulphur, Richmond, Newport News, Old Point Comfort, Washington, Baltimore and New York, and all South-Eastern Pleasure Resorts. **THE SOUTHWESTERN LIMITED** between

St. Louis, Indianapolis, Cincinnati and New York and Boston

is the finest train in America, and provides the best and quickest service ever offered between the east and the west, landing passengers in the heart of New York City without ferry transfer.

Elegant through sleeping cars to Boston are also run over this system.

In going west from New York, Boston and all eastern cities, to Columbus, Cincinnati, Indianapolis, St. Louis and all points in the west, south and southwest, this line has no equal in the way of equipment, quick time and reliable service, with through sleeping cars from New York and Boston to Cincinnati, Indianapolis and St. Louis.

All through trains are vestibuled and equipped with an elegant dining car service.

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Traffic Manager,

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Magnificent Side Wheel Steel Steamers,

"STATE OF OHIO," AND "STATE OF NEW YORK."

### DAILY TIME TABLE.

(Sunday Included.)

Leave Cleveland.....	7:15 P. M.	Leave Buffalo.....	7:45 P. M.
Arrive Buffalo.....	7:30 A. M.	Arrive Cleveland....	8:00 A. M.

(Central Standard Time.)

Special Saturday Night Excursions to Niagara Falls.

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H. R. ROGERS,

General Passenger Agent.

W. F. HERMAN,

General Agent.

T. F. NEWMAN, General Manager, CLEVELAND.

## Are You Going to The Fair?

A Few Pointers for Agents and Their Friends.

Arrange Your Plans in Advance.

Rooms in Private Residences Preferred.

Don't go to Crowded Hotels.

Be as Near the Grounds as Possible.

Deal Only with Responsible Parties.

Deal with "The Station Agent" Bureau.

**OUR ANNOUNCEMENT.**—We take it for granted that nearly every reader of THE STATION AGENT will visit Chicago and the Great Exposition. The question of arranging for accommodations there is the one most to be considered. In order to properly care for our patrons among the agents of the country, as well as for their friends, we have established in Chicago

## The Station Agent Locating Bureau.

### ITS OBJECTS ARE:

1. To establish a central headquarters for agents and their friends visiting the World's Fair.
2. To provide desirable accommodations at reasonable rates and conveniently located to direct car lines to the WORLD'S FAIR GROUNDS.
3. To furnish the necessary information to visiting railroad men from a reliable source.
4. To look after mail, telegrams, packages and other important personal matters for our patrons.
5. To make every visiting agent, or his friends whom he may introduce, feel that he is *among friends* instead of *strangers*.
6. In a general way to provide a means for all our patrons to avoid the unpleasant features of a trip which they want to make, but which they have good reasons to dread.
7. To contract for desirable rooms and board at the most advantageous rates possible, protecting our

patrons from extortion of all kinds, and giving them the advantages in the way of locations that a stranger could not obtain. Also the advantages of securing their accommodations by correspondence and knowing before they leave home where they are going to stop and how much it is to cost.

Agents will thus have a general headquarters of their own, with reading room, writing material, telegraph facilities, and every other convenience.

The Bureau will be under the management and control of Messrs. Lockwood & Wright, with Mr. Lockwood as resident manager. Mr. H. A. Lockwood was for years joint ticket agent of the L. S. & M. S., C. C. & St. L. and L. E. & W. R'y's, at Sandusky, Ohio. Mr. R. W. Wright is editor and manager of THE STATION AGENT, and Grand Secretary of the Railway Agents' Association of North America.

We welcome all agents and their friends. Send for particulars.

**OUR LOCATION** is particularly advantageous, our office and all our rooms being within ten minutes ride by electric cars from the Fair Grounds.

### COMMISSIONS TO AGENTS.

Circulars, views and plans showing class of houses we are handling, and cards for posting in offices and waiting rooms, sent on application. We want your help, and are willing to share our earnings with you.

**SPECIAL NOTICE.**—In order to satisfactorily establish our Bureau in the confidence of the public, we have decided to **MAKE NO CHARGE FOR OUR SERVICES** during the month of May. After that date the fee will be required. This will not affect our commission to the agent.

Write to us at once for an outfit.

## THE STATION AGENT LOCATING BUREAU,

LOCKWOOD & WRIGHT, H. A. LOCKWOOD, Resident Manager,

6312 Wentworth Avenue, Chicago, Ill.



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Operating Through Lines between all the Principal Cities  
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FROM THE ST. LAWRENCE  
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FINEST, FASTEST, SAFEST TRAINS IN THE WORLD.

**Ticket Agents**, in routeing travelers, will render the latter a real service by selling them tickets containing Reading Railroad Coupons.

**Practical Railroad Men** cannot fail to recognize and commend the many points of excellence presented by the various lines of this System. Double track; steel rails; stone ballast; interlocking switches; automatic signals; every proper and approved appliance intended to secure the safety and comfort of passengers.

**A Distinctive Feature** of the Reading Lines is the exclusive use of anthracite coal as a fuel, insuring cleanliness and comfort.

## THE ROYAL BLUE LINE

Between New York, Philadelphia and Washington. Vestibuled trains of luxuriously appointed coaches, Pullman Parlor, Buffet, Dining and Sleeping Cars, running on the Finest Track in the World.

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Between New York or Philadelphia, and Buffalo and Niagara Falls, traversing the famously beautiful region known as the "Switzerland of America," and through the gorgeously picturesque Lehigh, Wyoming and Susquehanna Valleys.

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To and from Boston. Only all-rail line between New England and points west of the Hudson River.

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To all interior Pennsylvania points—Reading, Harrisburg, Gettysburg, Williamsport, Mauch Chunk, Bethlehem, Allentown, Wilkes-Barre, and the Coal, Ore and Lumber Regions.

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20,000 SHARES, \$25.00 EACH.

Organized under the auspices of the Railway Agents' Association.

Ten Thousand Shares now offered to Bonded Railroad Employees  
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**A NEW SYSTEM OF  
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Ample Security for Both.

Write for particulars. Every Railroad Man Should Interest Himself  
in this Company.

**NOTICE.** We want ten first-class solicitors at once to canvass for  
stock subscriptions. Liberal terms. Must be able to  
give best of references and bonds. A splendid opening for the right parties.

Address all communications,

**R. W. WRIGHT,**  
Acting Secretary and Treasurer, CLEVELAND, O.





*F. P. STANSELL,  
Third Vice-President, Railway Agents' Association, Augusta, Ga.*

THE fine-looking gentleman whose portrait appears on this page, is Mr. F. P. Stansell, third vice-president of the Grand Division of the Railway Agents' Association. Mr. Stansell is a native of South Carolina and is 46 years old. For twenty-eight continuous years he has been in the railroad service, so may well be termed a veteran. For the last fifteen years he has been connected with the Georgia railroad, ten years of that time as cashier at Augusta, Ga., which position he now holds. Mr. Stansell is a popular and affable gentleman, and enjoys a wide circle of acquaintance in railroad and social circles.



# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.*

VOL. IX.

APRIL, 1893.

NO. 2.

## THE UMBRELLA FIEND.

I WAS born, brought up, and educated upon expectations, for my great aunt repeatedly said in the hearing of my parents, both before and after my birth, that she would do something handsome for their child provided they gave it the name of Melissa, which was her own. Unluckily it proved to be a boy, but the name was given me nevertheless, and as Charles Melissa Walton I grew to manhood, tormented by my school-mates, who called me Lizzie, and by my aunt who invariably addressed me as Melissa. I do not know that I ever offended her, but she certainly did nothing handsome for me at her death, for it was not a "patrician" affair by any means, the blue umbrella, which she left me, "in loving token to the best of nephews." Still at the time I did not despair; I knew my aunt was eccentric, and I was quite prepared for finding concealed, by unscrewing the top of the handle, a different will or deed of all she possessed, since no other considerable legacies had been given to any one else.

But my hopes were futile. After the closest examination I was forced to see my mistake and to concur with my parents in thinking that my aunt had not been wealthy after all, and that somehow I must have failed to win her unqualified approbation.

I laid away the umbrella, and with it my expectations. Shorn of these I did very well. They had lain like an incubus upon my will, and as I presently discovered, had influenced my parents also in their way of living; facts and expectations having fallen out, the result to them was disheartening. My parents took a small house in an obscure street and I secured a subordinate position in the Treasury Department at Washington. But I experienced many mortifying results from my aunt's legacy, and I was often led to moralize on the attachment which old and worthless articles seem to possess for their owner and the tenacity with which they adhere to them. I bought at various times new and stylish umbrellas, but they one and all disappeared through loans and appropriations, but the blue one invariably came back to me, though

I lent it with assiduity and hopefulness. My friends returned it with stale jokes—it was never taken by mistake. To add to its low-conditioned appearance, my landlady, with mistaken kindness, had patched and darned it to an unusual degree, for, as she explained, "It was beginning to brack away." I thanked her, but with various conflicting emotions. It is strange how nearly the simple duties at times approximate to the higher virtues. At that moment I was a hero, although the surface observer would have seen only a young man thanking his landlady for darning his umbrella.

I was in love, and liked—as what young man does not?—to make a good appearance in the eyes of my lady, but I did not succeed at all times, as you will see, though the occasion I narrate was not the only one when the blue umbrella appeared hateful to me.

One day, my darned umbrella in my hand, I encountered Lillian with a friend just as a shower seemed imminent.

"Take us under your umbrella, please," said Lillian.

I raised it with sinking heart.

"My great-aunt's legacy," I said as lightly as possible.

"Say rather your great-grandmother's," exclaimed Lillian with unthinking malice.

Upon leaving them I went directly to a public reading-room and deposited my umbrella in the rack with a good many others; and although I had little hope of an exchange, I felt sure that some unlucky wight might take it, provided he had none of his own. Having deliberately planted this temptation in the way of a fellow mortal, I retired from the scene, and with light heart stepped into a store and bought a first-rate article, brown silk with ebony handle.

My conscience pricked me severely through the day for this ungrateful act toward my aunt's memory, for she had been invariably kind to me, and I could not doubt had loved me well, and for months I had been trying to rid myself of the last token of her affection. How much better to brave ridicule than betray



the affections of the dead! In this degraded state of mind, far removed from the satisfaction of the morning, I wended my way home at nightfall.

The event which I now recall transpired in the year 1879, in the month of October, the second (for it was my aunt's birthday), and as nearly as I can judge at about quarter before eight in the evening.

A drizzling rain had set in and fell with monotonous measure upon the sidewalks, the wind sighed dolefully around the corners, and I was just thinking how disagreeable the weather was, when, as I was crossing Pennsylvania avenue, my attention was arrested by the wail of a little child. I listened to ascertain the direction indicated by the sound and hastened toward it, but it seemed to possess an *ignis fatuus* character for, although I could not doubt I was in the right direction, the cry did not seem any louder but as if just as far distant all the time. I walked faster, I almost ran; people stopped surprised, as I hastened past, but still the cry came no nearer.

At last I reached an open space and saw just before me a childish figure stumbling wearily along under a huge umbrella. Upon near approach I saw it was a blue one, with a patch on it; in short it was mine. A mournful, childish wail broke from under it. I forgot all else in my compassion. Raising the umbrella I looked under it and saw, not the features of a child, but those of a wizened, dwarf-like creature with bright glancing eyes and parchment colored skin drawn tightly over his fleshless, bloodless visage.

My blood seemed to curdle in my veins, my knees trembled beneath me, for there was something in the glance he gave me that was demoniac and unearthly to the last degree. I did not fail to note his garb, which was of unusual texture and pattern, being apparently woven whole and drawn over the upper portion of his figure, while his nether limbs, if limbs they could be called, were incased in the same nondescript fashion, being completed by a pair of curiously shaped shoes, picked at the end and with large buckles covering half their surface.

But as I looked the form grew more indistinct, and in a moment I saw the stars glimmering through the shadowy shape. The umbrella only remained to attest to the reality of the scene, and dazed, horror struck, I turned homeward with it still clutched in my hand. I had it now, my aunt's legacy, restored in this supernatural manner. But I felt no satisfaction; instead anger and fear compassed me. Succumbing to the first I threw it from me

over the parapet of the long bridge and heard it fall, fall, till it struck the water. Then I hurried away, too stupefied to seek a solution of the mystery either in my own thoughts or other people's.

I mentioned the affair to no one, not even to Lillian, and for a time matters presented no striking points, until about three weeks afterward when we chanced to go into a picture gallery. As it looked showery I had taken my umbrella with me, and I laid it carelessly down in a corner where a few others were stranded, promising myself to keep an eye upon it meanwhile.

After looking about for a half hour we took our way out of the building, and I mechanically put out my hand for my umbrella as we passed.

"Why, Charlie," exclaimed Lillian as I raised it, "you have left your nice umbrella and taken an old one."

I had in my hand the old blue umbrella again, although I am sure that it was the brown one that I grasped in passing. As I hurried back I heard the cry of a child, the familiar wailing sound I had listened to on one occasion before, but this time I did not heed it. My new umbrella had gone the way of all umbrellas, and we were forced to walk home under the darned blue one, on my part with other feelings than those merely of satisfaction, for the unearthly malicious gaze of the Fiend seemed constantly before me.

After leaving Lillian at her home, I went straight to the apartment of my landlady.

"Mrs. Giles, have you any use for this umbrella?" I asked.

"How kind of you to inquire!" she said. "Did Bridget tell you? No, it is my nephew here. He is going home and it is raining so hard! Won't you use it though yourself, Mr. Walton?"

"O, no," I replied, "he can have it as well as not; you need not mind about returning it," turning to him.

"O, I'll send it back; father comes in every day."

"Keep it, I beg of you. I shall never use it again."

"All right! it will suit Aunt Belinda capitally," said the boy roguishly.

I devoutly hoped that it would in my heart of hearts.

Months passed. With masculine reticence I kept the mystery to myself, but still I was constantly haunted by the fear that the umbrella would return.

Simple events lead up to the most important; people breakfast serenely before being



engulfed by an earthquake, and I had been spending the evening with some friends, not convivially, but in the soberest fashion, and was returning home. It was a moonlight night in April, the 22d, as I find by consulting my diary, and a quarter past eleven, for I had just compared my watch with the clock in the church tower I was passing. Almost without warning the rain suddenly broke over me from a small dark cloud not hitherto observed, while at the same time the wind arose and tore violently around the buildings, which were somewhat detached in this portion.

Such a sudden change from a moonlight evening I never witnessed, and in the dreary *melee* between wind and rain I hurried on at a rapid pace as did the few lingering pedestrians, while the carriages returning from the president's reception tore furiously by, adding tumult to the scene. There was something gruesome in this storm coming on unheralded, and it weighed down my spirits in an instant. The wail of a child coming at this moment fitted into the scene so perfectly that I felt no surprise, only compassion for the little creature thus exposed to the furious tempest.

The child was just before me vainly endeavoring to hold upright a large umbrella. No wonder it was terrified at being out alone on such a night!

"What is the matter, little one?" I inquired, alongside.

"O the umbrella is so heavy!" was the answer, in childish tones.

"No wonder; let me carry it for you and then you can tell me where you belong," I said, kindly.

I took the umbrella, but it almost fell from my grasp at the mocking laugh which rang out.

"Ha! ha! where I belong! ha! ha! ha! ha!" and it died away in the distance, though for some seconds the echoes of that demon-laugh returned to me.

This time I had beheld no figure. I had only heard a voice, but the umbrella was in my grasp. I examined it closely, and my fears were realized. It was the fateful blue umbrella I had tossed over the bridge.

At that moment I was actually afraid, for I felt myself to be at the mercy of a fiend whose existence was guessed at, it is true, but little known about, and the extent of whose power might be unlimited to work me ruin.

I passed a sleepless night, and before morning arrived at the determination to speak of the matter to Mrs. Giles. She was a Scotch lady, shrewd and sensible, and professed to be-

lieve many things at which her boarders sneered.

"Mr. Walton, you look ill," said she, as I entered her sitting room.

"I am not feeling first-rate," I replied. "I have had much to trouble me lately."

"Can I assist you in any way?" she asked, though there was a tightening of the lines of the face which showed that the thrifty Scotch lady apprehended pecuniary troubles only. I hastened to reassure her by telling her my story.

"What is your opinion, or, I should say, advice?" I asked, in conclusion.

"Do not try to rid yourself of your umbrella again, but keep it. That is right, and what is right is wisest."

"I agree with you, and I will do as you advise, for events prove it to be the only course to pursue. But why does the demon make himself visible to me alone?"

"Does he? are you sure that you alone have seen the Umbrella Fiend? I have known two other persons who have seen him, cousins to each other, and one of them the brother of my husband. But their description, although the same as regards looks, varies in some important particulars. To them he has been chiefly a purloiner of umbrellas, not a returner."

"He is evidently bent upon mischief, and works it with the only instrument he has control of. I have no doubt he returns the old one to tantalize me," I said.

"Very likely. My late husband's brother has been much troubled by the Umbrella Fiend, and his cousin, Mr. Wagner, also. I believe he wrote an account of the Umbrella Fiend demon at one time, but am not sure whether it was he or his father. Anyway, to their family the fiend has always been visible, and they account for it by the possession of a talismanic umbrella which was the gift of the fiend himself to one of their ancestors."

"I should like to have Mr. Giles' version of this mystery."

"I am expecting him in this evening, and he will tell you all about it, if you wish. I am sure," she replied.

"Indeed, it will give me great satisfaction. It is a relief to find that you neither laugh at nor disbelieve my statement," I replied.

"Only fools deride what they cannot understand," said she, sententiously. "Earth and heaven hold enough of mystery to tax the human mind to the end of time. Some people have *double* or *second* sight. It may be the perceptive organs are abnormally developed in such cases. My grandmother could foretell



## OUR LEGAL DEPARTMENT.

### IMPORTANT DECISIONS AFFECTING RAILROAD INTERESTS.

**INJURY TO PASSENGER AT STATION CAUSED BY OBSTRUCTED PLATFORM.**—In an action to recover for injuries received on the platform of a station, the injured person stated that as the train approached, he passed along the platform to reach the rear end of the car he intended to board, and tripped against some milk cans which were lying on the platform, and fell. He stated further, that when he fell he was looking to see where he could get on the train, that it was perfectly light at the time, and that the cans were about thirty feet from where he had been sitting, but that he did not see them until he stumbled over them. It appeared that the station was only a flag station; that the railroad company kept no agent there; that there were daily shipments of milk from the station; that there was no other place than on the platform where the cans could conveniently be left, and that they were near the middle of the platform with room enough to pass on either side. The accident could not have been reasonably anticipated by the railroad company, and therefore the failure to remove the obstructions did not constitute negligence sufficient to justify a recovery against the company.—[Falls v. San Francisco & N. P. Ry. Co., Supreme Court of California, 31 Pac. Rep. 901.]

**WRONGFUL EJECTION OF PASSENGER FROM TRAIN.**—A passenger was wrongfully ejected from a train at a station where he was a stranger, and where there was no regular station house, on the ground that his ticket was not good on that train. He walked back, a distance of four miles, to where he had gotten on the train, and where he must have been to some extent known, and there took a train which he could have taken at the station where he was put off. He testified that he did not know that he could have taken the train at the latter place. While walking he was caught in a storm and sickness resulted. He was not, as a matter of law, negligent in walking back instead of waiting, and the question was properly left to the jury. Nor could it properly be said, as a matter of law, that the railroad company should have foreseen such a course of action on the part of the passenger. The consequences from being caught in the storm were not too remote to enter into the computation of damages.—[Malone v. Pittsburgh & L. E. R. Co., Supreme Court of Pennsylvania, 25 At. Rep. 638.]

**INTERSTATE COMMERCE—LOSS OF GOODS BY FIRE—CARRIER LIMITING LIABILITY—DOMESTIC BILL OF LADING.**—A statute forbidding common carriers within the state, on land or in boats or vessels on the waters entirely within the body of the state, to limit or restrict their liability as it exists at common law, applies to shipments purely domestic beginning and ending in the state.

A clause limiting the liability of a railway company to its own line which is wholly within the state will not convert into a domestic bill of lading an instrument which purports on its face to be a through bill of lading to a foreign port, providing for the transportation of the goods to their foreign destination and fixing the through rate of freight.

A written notification to the consignor by a carrier's freight claim agent of the destruction of property received for transportation is not admissible against the carrier to prove the loss of the property until it is shown to have been made in discharge of the agent's duties or within the scope of his powers and while the obligation of the carrier with reference to the property yet continued.—[Sup. Ct. Tex. Missouri Pac. R. Co. v. Sherwood Thompson & Co., 4 I. C. Rep. 240.]

**LOCAL RATES NOT BASED ON JOINT THROUGH TARIFFS—LONG AND SHORT HAUL—ACTION BY SHIPPER.**—A through tariff on a joint line is not the standard by which the separate tariff of either company is to be measured or condemned.

A joint tariff does not bind road to road in the sense that the two are used or operated by either corporation. There is neither unity of ownership nor unity of operation, but only a singleness of charge, and a continuity of transportation over connecting roads. Neither is there any mandate to connecting companies to surrender any control over their own roads or to unite in a joint tariff. The whole matter is left to the voluntary action of the companies; and in forming by agreement any joint tariff the basis of division and the proportion of moneys each shall take is also a matter left to their determination.

That a shipper was not informed of the through tariff rates when making shipments between local points will not avail him as a basis for an action for violation of the long and short haul clause of the interstate commerce act of 1887 where he made no inquiry and no false statements were made to him, and the shipping point was a non-competing one where no publication of the joint rate was



required, under the order of the commission made June 21, 1887.—[U. S. C. C. App. Chicago & N. W. R. Co. v. Junod, 4 I. C. Rep. 257.

**CARRIER—DELAY—TELEGRAPH DERANGED BY ATMOSPHERIC CONDITIONS—DELAY IN THE TRANSPORTATION OF HORSES.**—There was evidence tending to show the delay was caused by atmospheric influences on the telegraph wires, beyond appellant's control, rendering it impossible for the trainmaster to communicate with its employees. Where the property is actually transported and delivered, but the time of delivery was delayed, such delay, if resulting from causes beyond the control of the carrier, may be excused. (Railway Company vs. Levi, 76 Tex., 337.) It is matter of common knowledge that the telegraph is an important factor in railway business. By it the movements of many trains are directed by one person; and it can readily be understood that when a train reaches a station at which it is to receive orders it might be gross negligence for it to proceed and incur the obvious risk of collision with another train. If the failure to receive orders is caused by atmospheric or other influences beyond the carriers' control, rendering unavailable the wires, such delay would be excused upon the same principle that excuses delay beyond control when caused by strikes or mobs, as announced in the case cited. It is immaterial whether such unavoidable failure of the wires be attributed to the act of God or not. If beyond the carrier's control, it excuses, regardless of the agency producing such failure.—[Tex. Ct., Civil Appeals. International & Great Northern R. Co. v. Hynes, not yet reported.

**TRANSPORTATION OF COTTON—DELIVERY TO COMPRESS COMPANY—LOSS BY FIRE.**—A railroad company which undertakes to transport a quantity of cotton, but reserves to itself the privilege of compressing it, by placing the cotton in the hands of a compress company, constitutes such company its agent, and is liable for the destruction of the cotton by fire through its negligence.—[Sup. Ct. Mo. Otis Co. v. Missouri P. R. Co., 20 S. W. Rep. 676.

**WHERE DEATH IS CAUSED BY THE PASSING OF TWO TRAINS AT A STATION.**—Where a passenger, arriving at a station after night, is killed by a rapidly moving train passing between his train and the station, the interval between the arrival of the two trains being variously described by the witnesses as almost simultaneous, or with an interval of from one to three minutes, and several swearing that deceased had reached the station and was returning to the train, but none of them having

had any previous acquaintance with deceased, but testifying merely to having seen a person whom they took to be him on the station platform just prior to the accident, a recovery against the railway company will be granted.—[Denver & R. G. R. Co. v. Hodgson, Supreme Court of Colorado, 31 Pac. Rep. 954.

**RAILROAD COMPANY FORBIDDING EMPLOYEES TO PATRONIZE INN-KEEPER—ACTION FOR DAMAGES.**—A railroad company is liable for damages to his business sustained by an inn keeper, through the acts of the company by its authorized agent, in threatening to discharge from its employment any men who should patronize plaintiff, "either by eating at his house or drinking at his bar," and in actually discharging employees because of their patronage of plaintiff.

If appellant would have had the right to discharge its servants for doing the forbidden things, then it must follow that it could lawfully notify them that it would exercise it. It had the same right to discharge its servants as all masters have under similar conditions. This right was not to dismiss the servants arbitrarily or capriciously, but for reasonable causes only.

The employees presumably had the right to eat and drink where they chose, so long as they violated no contract with their employer and performed their service well; and the malicious use of such moral coercion upon them by the appellant, as this petition alleges, for the purpose of injuring appellee was wrongful, and made appellant liable for such damages as were thereby inflicted. It is proper to say, in regard to the alleged notice, that appellant would not take into its service any who might patronize appellee, that appellant had the right to determine for itself whom it would thereafter employ, and the reasons upon which it might act concerned no one but itself.—[Texas Court of Civil Appeals, International & G. N. R. Co. v. Greenwood. 8 N. Y. L. Jour. 1566.

The officers of the National Traveling Passenger Agents' Association have determined, on account of the rush of the World's Fair year, to dispense with the annual convention, which was to be held at Chicago in October, but a meeting will be held Jan. 9, 1894, at New Orleans.

**The Station Agent's World's Fair Office.** will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.





#### TEACHING CHILDREN TO SEW.

"Must I teach my little girl to sew?" wails a mother. "I *hate* to sew myself, and it goes to my heart to think of all that child will have endured before she has learned it all. But people tell me I ought to begin early. She is only six, and it does not seem to *me* anything very dreadful if she cannot thread a needle yet, but it does to other people, and it is so much easier to do things myself than to teach her. What is the proper age to teach a child to sew?"

The "proper age" is a thing for circumstances alone to settle, but your little girl must learn how to sew; yes, she must be taught to sew, certainly, and you seem to be the proper one to do it unless you can persuade some dear old lady in the neighborhood to undertake the matter for you. The question of women's sewing is greatly modified in these days as is everything else; and no one looks with contempt upon the young married woman who has not made for her father, before she was married, a dozen shirts—(indeed it is to be doubted if any man of the period, young or old, would wear a home-made shirt,) nor reviles the child of six because she has not stitched her father's wristbands and cuffs. We never hear it recited with pride in these days that: "My daughter had made her brother an entire linen shirt when she was seven years old!" What would be the good? He wouldn't wear the shirt after it was made. Why learn? There is too much that must be left unlearned for want of time, to spend precious hours in acquiring that for which no possible use can come. Whatever you do, do not attempt to teach your children sewing in the same way

that your great grandmother taught your grandmother. In all probability, that very estimable old lady taught her daughter to spin as well; but with the advanced age, we have no use for home spinning—machinery has made it all much cheaper, and more perfect. Then, why learn to spin? No one does. Machinery stitches our collars and cuffs, and no one wishes to wear hand-stitched articles. Why then give the child the back-ache, and the brain-ache, and the eye-ache, by compelling her to sit and stitch, stitch, stitch, "two threads backwards and four threads forward" by the half hour. It seems wonderful that this generation should have any nerves at all, when we consider what an inheritance of nerve-trying occupations is ours. Let the child be taught the principle of sewing, let her know the whys and wherefores, let her learn to cut out and fit, let her vary the monotony of her performance by being permitted to baste and cut, and *don't* keep her sewing interminable seams until she is ready to have hysterics. Let there be variety in the work, and it will not be so dreadful for either of you. Perhaps, if you too, had been taught in this way you would not have "hated" it so. We advance in all other things—machinery is brought in to take certain places among men's occupations, and the art of doing them by hand is entirely lost with the necessity for it, why not the same advancement in women's work?

#### CHILDREN'S COLUMN.

Now, children, I want you every one to come and sit down with me. I want to tell you of some nice things for you to do between now and next month. In the first place, let us say



how glad we are that the bright warm days have come, and the little spring blossoms are with us once more, and another thing it will soon be "May Day," and I want to tell you of a nice thing for you all to do on this day. It is being extensively done in the large cities by the children, and it will be much easier for those who live in village or country, for you can readily secure all the sweet blossoms you desire without having to spend all of your "saved up pennies."

This is the way they do it in the city: the children take little boxes, any shape or size, cover with pretty tissue paper—first crinkle it all up in your hands until it looks nice and wrinkly, like crepe paper, and cover your little boxes, or old last year's strawberry baskets are very pretty, make a strip of pasteboard and sew on the sides, to go over like a handle, then cover with your paper; if you have gilding handy, touch up the paper here and there with a splash of gold, if not, twine a few leaves or a bit of vine about the sides and over the handle, put in some wet moss, if you can get it, if not, cut up some bits of newspaper, and dampen them, filling up the box or basket partly, then fill with wild flowers and put your name on a slip of paper, with some little loving greeting, and take this box or basket and go to some friend or neighbor who doesn't have a chance to hunt wild flowers, or see them, and ring the bell and hang your little box or basket onto the door-knob and leave it there, much the same as one leaves a valentine. This is considered rare sport by the children who try it, and especially lovely is this if the one they are sent to is an invalid or is ill, and I tell you right here it is a nice thing to do for one's own dear mother; hang it on the door early enough to adorn the breakfast table, if possible. Our children get up early enough to send out all their "May baskets" before breakfast, and, if you know of someone who needs help, who is poor and needy, it is nice to put a little silver, a few dimes or a dollar among the flowers, and one can put a few candies for a little friend, in which case put in your flowers dry, omitting the wet moss or paper. Speaking of flowers reminds me of something else I want to tell you children to do. Take turns at it, each one taking a week for the work. There is no one, man, woman or child, who does not love flowers, and they are—most of them—so easy to cultivate that in these days every household has its flower beds, large or small. Now, I want you to take pains every morning to get a handful of fresh flowers and put on the breakfast table. You have no idea how it brightens the whole meal time, a pretty bou-

quet in the middle of the table, and I can assure you that every member of the family will be the happier for the bright blossoms before them, and what is more, if there should happen to be any one of you who is in the habit of just sort of tumbling out of bed and getting to the table in a half finished sort of condition as to their toilet, why after a few mornings the flowers will actually make them ashamed of their own disorderly condition, and the first you know they will appear at the table as fresh and bright as the flowers themselves, for to decorate a table tastefully with flowers means so much that is pleasant and beautiful that one can't be comfortable in their presence unless they, too, are a bit fixed up, if it is only to take out the curl papers for the grown-up folks, and fresh, clean face and hands for the youngsters; and it is nice to have an extra posey at papa's plate, for a button hole bouquet, to remind him of his bright breakfast table and of all the loving hearts "at home" who await his coming with eagerness, and then put another sweet flower at mother's plate and insist upon it that she pins it to her dress, before she pours the coffee, and when it is really pinned to her dress she will actually feel younger, and her thoughts will turn towards the days when she was a young girl and used always to wear a flower, and it will brighten her whole day to think that her children want to see her wearing flowers. Why, children, you have no idea what joy and delight flowers in the house are; so I want you to begin and see how much happier the breakfast, dinners and suppers will be for the presence of the sweet, bright blossoms, and by all means plant plenty of sweet peas, morning-glories and nasturtiums; they are easy to raise, and pay in showers of blossoms.

#### WHAT IS HAPPINESS?

I wonder how many of us really know the full meaning of the word, and yet it is what every man, woman and child is seeking, and each one says, "if only things were thus, or so, I should be perfectly happy." With one it is the want of money, with another the want of health, another the want of friends and society, and so it goes on, and yet, those who have the most money are not happy, those who have good health are not happy, and no one is more unhappy than the woman fully and entirely "in society." Now, it must be that neither money, health, nor society brings happiness, and yet we know *happiness* is to be found in rare cases, the real genuine continual happiness. I would give this first simple re-



ceipt, as having tried it thoroughly myself I know just how it works. The result obtained is a large degree of happiness and contentment. Take a small blank book and put a line right down the middle of the page, and write at the head of each column "*My Blessings*," "*My Trials*," and for one week faithfully fill up those columns, and at the end of the week if you are not happy at the great column of blessings, offsetting the trials, why keep right on for the month. I just wish I might see all the books at the end of even the first week, to say nothing of the grand sum total of a month's account. One great secret of happiness is *looking* at the blessing side, and after you have looked don't turn back to the other side, but keep your gaze steadfastly on this bright side; there is nothing so debilitating to the entire human system as discouragement and discontent. A book dear to all hearts has this recipe, "A merry heart doeth good like a medicine," in fact, a *merry*, happy household rarely has any need of the doctor's medicine; and again the same book says, "As a man thinketh in his heart *so is he*." Now, the merry, glad heart makes and keeps a glad, healthy body. If you don't believe it just try the effect of it for a day, and see how light and buoyant and *well* you feel, and above all others our homes should be the merriest, gladdest place on earth for us. So dear friends, for so I count you all, for though unknown to me now, I feel sure we shall soon know each other by name, as I want you all to "talk back" to me. I don't want to do all the talking. I trust you will begin the blessing book soon. I must give you a little example of what it did for one person. A friend came to me with a friend of hers, a stranger to me, and said, "Mrs. ———, I wish you would talk to Mrs. N. I know you can help her." But, dear me, I had not a chance to speak, she was so overburdened with all her troubles, and so I just sat and listened, and when she was all through I said, "Now, I want you to take this slip of paper and write under the head of *Trials* all you have told me, and then we will write another head, namely, *Blessings*, and you will tell me what to write there;" and I am going to give you, dear sisters, the contents of that paper, so that you will know just how to make out your own.

## BLESSINGS.

A husband who has the utmost patience with all my nervousness and feeble health, and never speaks a harsh word to me.

Sufficient means to

## TRIALS.

A bronchial trouble of years standing.

A dreadful cough.

A fear of smothering when I go to sleep.

Having to board when I love to keep house.

avoid all financial worry.

I do not have household cares or servants to worry over.

The benefit of travel and its many pleasures.

A husband who never does leave you alone, and by boarding you always are in the midst of people and things.

That I do not have to earn my own living, and still have all these miserable feelings, as some women do.

By the time we had gone over the above trials and blessings, the suffering woman was smiling through her tears, and said, "Just let me keep that paper, and whenever I feel like complaining again, I will read it, and I am sure I am blessed beyond most women"; and so every one of you will say if you will but try it. Now don't say, "Oh, I have had so much to contend with all my life, I'm too old to begin new ways of doing and thinking." Here is a verse for you:

"Every day is a fresh beginning,  
Listen, my soul, to the glad refrain,  
And in spite of old sorrows and older sinning,  
And troubles forecasted and possible pain,  
Take heart with the day and begin again."

## HANDKERCHIEFS AND DISEASE.

It is not fully appreciated by the public, says the *Phrenological Journal*, that the article we carry as an every-day and necessary part of our attire may become charged with elements of infection. If it were, there would be shown much more care in the use of the handkerchiefs and of their cleansing. Especially should this be the case in families of whom any member is troubled with a cold or an influenza. One person with a catarrhal affection may impart the trouble to an entire household. This fact should make it common practice to isolate the handkerchiefs of an individual who is affected by an "influenza." The handkerchiefs used by such a person, too, should be treated in the following manner:

They should be placed under water in which a quantity of kerosene oil has been poured, and there remain for say two or three days, then the water is to be heated—by pouring on boiling water—and when this is cool enough they may be washed, soap being used of course. Another washing in oil and soap makes disinfection sure and completely removes all stain and effect of nasal appropriation. Then rinse the handkerchief carefully

No settled place to live; husband's business such as demands many changes.

Afraid to be alone.



in warm water, and if possible hang upon a line to dry in the open air. Let them remain out on the line over night. When handkerchiefs are treated in this manner, diseased matter is robbed of its danger, a fabric of delicate character spared the sacrifice occasioned by hard rubbing and washboard penalty, and the luxury of a soft, clean and white appliance may be had for the suffering nose, which is liable to be for a time very sensitive from effects of "blowing and excoriation." If the best quality of kerosene oil is used, and the handkerchiefs are freely rinsed after oil and soapy water has cleansed and disinfected them, there will be no odor of kerosene discoverable later in the neatly folded and ironed handkerchief. An exchange vouches for the competence of this method of treating handkerchiefs, and we willingly commend it to our fellows who are subject, at this season especially, to nasal and throat catarrhs.

#### INGERSOLL'S TRIBUTE TO WOMAN.

Col. Robert G. Ingersoll, the big-hearted lover of humanity, pays a tribute to woman that she may be proud of. "It takes a hundred men to make an encampment," said Mr. Ingersoll, "but one woman can make a home. I not only admire woman as the most beautiful object ever created, but I reverence her as the redeeming glory of humanity, the sanctuary of all the virtues, the pledge of all perfect qualities of heart and head. It is not just nor right to lay the sins of men at the feet of women. It is because women are so much better than men, that their faults are considered greater. A man's desire is the foundation of his love, but a woman's desire is born of her love.

"The one thing in this world that is constant, the one peak that rises above all clouds, the one window in which the light forever burns, the one star that darkness cannot quench, is woman's love. It rises to the greatest heights, it sinks to the lowest depths, it forgives the most cruel injuries. It is perennial of life, and grows in every climate. Neither coldness nor neglect, harshness nor cruelty can extinguish it. A woman's love is the perfume of the heart. This is the real love that subdues the earth; the love that has wrought all miracles of art; that gives us music all the way from the cradle song to the grand closing symphony that bears the soul away on wings of fire. A love that is greater than power, sweeter than life, and stronger than death."

#### HOME EDUCATION FOR MEN.

This is a subject admirably handled in a paper read before the New England Woman's Club at Boston by Margaret Sidney.

There must be good *camaraderie* between these two, united for life, says the writer. Nothing under the heavens can then come between them. They will march together side by side into the battles of life, and sit together by the hearth-fire when those battles are over, loyal to the last to their faith in each other.

A distinguished woman once said to me, with proud and happy tears in her eyes, "My husband, in speaking of me, often would exclaim, 'Oh, my wife and I are such good friends!' and he would bring out the 'good friends' with such feeling."

Now let us understand the matter thoroughly. The man has been worked out from the centre of the home-circle to the outer edge of its life, by his own free will, by the force of circumstances, and then by being *de trop* in all matters of council to the busy executive who manages his home so beautifully for him. She, perhaps, loving him fondly all the while, is, nevertheless, a little usurper of his rights, and has intrenched herself in his castle, becoming supreme there. Even at the eleventh hour this man should assert himself, and at least die in the half possession of his own castle.

But we do not mean to have him die after finding his inheritance and declaring himself the owner of the other half of the sphere—home. He shall live long enough to prove how good a thing is this home for its educative effect on him, and he shall work at the problem of his home-education until his success shall declare it feasible for other men.

Well, first, there is a good deal of surveying of the new territory he is to enter. Strange and unexplored field it is! No wonder if the man's eyes, so long accustomed to the glare of public life, shall pronounce the view that now meets them insipid to the last degree. It seems close and confined, too, this territory; so unlike the arena of hotel lobby, club-parlor, street corners, office and counting-room space, that all give out fresh scintillating flashes from the world of affairs, and that change before there is the danger of being bored by one of them. Tired the man is to the last limit of endurance in the business world, but never ennuied by its tameness. How paltry the little scenes and incidents of family life!

But his thinking so does not make them so. Let us look at some of these little scenes and incidents. His fine generalship; his strategic qualities; his ability in statecraft, will all



be needed, every jot, in the management of that little difference between his two boys. Both are, in a measure, right this time, though the elder brother, of course, usually exercises his elder brother's right over the small urchin who trots daily to the little primary school, his bag of books jingling against his knickerbockers, full of envy of the big brother who is matching his powers with the other fellows in the grammar-school, and who hounds the small chap on all occasions that the intercourse of home-life will allow. They are of splendid metal, both of these boys, and really worth taking pains to show to them good and pure ideas of justice. Who shall say that it is small game for the man of affairs to undertake this case? They are blood of his blood, and they bear his name, and it seems that time and thought and labor spent upon them would tell more than the hours passed with the "Tom, Dick and Harry" of the man's acquaintance. A man of small calibre is bored by such demands of family life, and will listen to none of them; or if he tries to do a little at it, it is performed in such a slipshod, lazy fashion as to make all his attempts puerile.

To hear the ins and outs of such a case between two boys; to be affectionate and firm, shrewd and tender; to show a pure-souled love of truth and justice, and a father's big heart of love for each of his sons alike—this calls for the highest qualities possible to a man. All the time he, the man, is being quite as much educated as the boys, only he doesn't know it.

Small men, looking on at such petty game, sneer and say, "What a pity that such tomfoolery got into his head!" And once in a while he pities himself, especially as the hour after dinner draws near. There is the seductive newspaper, with its delicious aroma of fresh print, close at hand. No more shutting himself behind that rattling sheet, every printed word of which was formerly a bar to the interruptions of wife or child, or visitor. No long "mulling" (to use a New England word) over the last police record "rank and smelling to heaven;" no more self-indulgent, lazy poring over trivial, senseless accounts in the daily press the man would be ashamed to read were he not so tired that he wanted to rest his mind and body; no more exclusive enjoyment of questionable literature he would be sorry to see his wife reading; there must be only the alert digest of what the evening journal ought to hold for him. Then away to another field, and a brighter—a more restful and enjoyable one. He will meet at the family table under the bright lamp, where he drops into a chair as a natural thing, exhaustless

questions from his boy, and an avalanche from his fifteen-year-old daughter, who never yet has found anyone to fully satisfy her voracious appetite for information. And oh, the lessons that these young people study! Why, the algebraic problems to be solved will make his hair stand on end to encounter; the astronomical heights to be scaled will cause every nerve to tingle, while the philosophical enigmas presented to him will thrill him through and through at the mere echo of their sentences, and the whole man will be alive in a breathing space spent in that atmosphere charged with young, fresh, eager aspiration for learning. Competition is there, the soul of trade, to suit the business man; and ambition, and a fine *esprit du corps* of the school-room that once breathed, fairly makes the father sicken of the stale sensational air of the daily press. It is like leaving the tobacco-laden atmosphere of the saloon for the pure, heaven-given air of a mountain region, dimpling with valleys, and sweet with unsullied streamlets. It is exciting enough to suit him; it stimulates his family pride to help them turn out good scholars, and he gets acquainted with his own children, whom otherwise he might have passed on the street some day, if they hadn't run up to him first.

"I didn't know the little beggar had such a brain," remarked one father, on his son's dashing off to bed after the study hour had closed with a game of romps. "I tell you, wife, you and I must sharpen our intellects to keep up with him."

The man who enters into such home companionship, also comes into touch with the best of men, though he may never see them on this earth; well-rounded men we are accustomed to call them; to whom humanity goes by instinct for redress from its wrongs, and who are in sympathy with reform of every kind. They are men who move the world. Born leaders, because, first, they controlled and led themselves. And a man can never do this difficult thing, control and govern himself, so thoroughly as in the centre of home.

#### THE SLAVERY OF FEAR.

How many of our American wives, mothers or daughters, who pride themselves on being the freest, most independent women in the world, would like to be told that they are *slaves*, held in absolute bondage! This bondage is so common, yet unknown, that I hear many of you entering a most vigorous protest against its very existence. But let us see. And just here let me say that this slavery is shared by your husbands and fathers and brothers to



a great degree; but it is to you, my sisters, that I am talking now, because you are the home-makers or home-destroyers. This slavery, which is so fatal to health and happiness and even to life itself, is the *slavery of fear*. We are born into an atmosphere of fear. We imbibe it from our earliest infancy—we are taught it in word and deed by all those around us in our childhood, and as we grow to womanhood we find it almost impossible to extricate ourselves from its withering, destroying grasp. Just here I fancy many of you are saying, "Well, I am not afraid. I never was a coward in my life." Are you not? Let us try you. Are you absolutely free from the fear of adverse criticism, although you may be doing what seems to you the very best thing possible? Are you never afraid of ridicule, afraid of seeming odd or unlike other people? Afraid that your neighbors may make remarks about your way of doing things, or your manner of dressing? Do you dare to dress yourself and your children and furnish your house absolutely within your means, without any fear of being thought poorer than some of your neighbors? If you begin to think of these things, you will soon see that you are afraid of most of them, and dozens more; for fear is everywhere. Fear of poverty and want, fear—oh, yes! fear of losing our friends and our loved ones, fear of sickness, and this is a constant and all-absorbing fear of ever-changing shape and mien. You are afraid of taking cold in a dozen different ways—afraid of malaria, afraid of contagion, afraid of the fashionable microbes and bacteria—afraid of dyspepsia and of all sorts of food as causing it, afraid of this or that or the other making you sick, until your life is one perpetual worry and anxiety. Then there is the spectral fear of death in a hundred different ways, and worse than all, in too many hearts, the fear of an angry instead of a loving God. Now, what is the effect of all this fear? Why in almost every home the presence of most of the things that we fear, so that we say with Job of old, alas! "the thing I feared has come upon me." Of course it has—because fear weakens the mind and to a greater or less degree, according to its intensity, paralyzes the body and deprives us of our good judgment and our will power, thus rendering us an easy prey not only to disease but to every evil influence that may threaten us. To live in continual dread, continual fear of anything, be it loss of health, loss of love or friendship, or loss of money or position is to take the readiest and surest means to lose what we fear we shall. Does it help us to make a living to be ever in fear of

want? Does it help us to keep our position to be ever in fear of losing it? Does it help us to health to ever fear disease and keep the thought of it before us? No, indeed, it depresses and discourages us, and thus weakens us in every way. Now, supposing we all begin by bravely attacking everything we fear, and saying "I will not be in bondage to *that* fear any longer. I will calmly defy it and declare myself free." Such thinking will give you strength and courage which will inevitably tend to bring good things to you.

I want some of you to write me through your own corner of THE STATION AGENT what you think about this, and I wish you would all try for—say, one week, to keep count of the number of times you say "*I'm afraid!*" See if it doesn't vastly outnumber any other one thing that you say. Keep a slip of paper pinned up in some convenient place, and every time "*I'm afraid!*" comes so glibly from the tongue, jot it down in some way, and at the end of the week count up and see if you are not surprised at the atmosphere of fear in which you live—"I'm afraid it will rain;" "I'm afraid the children will be late to school;" "I'm afraid my good girl is going to leave;" "I'm afraid I shan't have dinner ready in season;" "I'm afraid my bread will burn;" "I'm afraid I can't make that call to-day;" "I'm afraid my new dress won't be done in time;" "I'm afraid I have taken cold;" "I'm afraid the baby is going to be sick," and so on *ad infinitum*.

Won't some of you send us word about it when you have kept this account for a week?

#### THINGS WORTH KNOWING.

An English official report concerning diet announces that a cent's worth of split peas is equal in nourishment to nine cents' worth of beef. Oatmeal comes next in richness and comparative cheapness.—*Dr. Foote's Health Monthly*.

Give children plenty of *well-cooked* cereals and ripe fruit and you will save many doctor's bills, only be sure the cereal is thoroughly cooked and that the fruit is ripe and in a perfect condition. Any fruit overripe or with the slightest decayed spot is unfit to be eaten raw; *cook* the specked fruit if you feel you cannot cast it aside.

#### RICE COFFEE.

Roast the grains of rice in the same manner as coffee berries, and make as you do coffee. With cream and sugar it is very palatable, and is a most excellent remedy for all summer complaints, and a little child should



take no other food until cured. Try this if you have occasion.

#### CURE FOR OBESITY.

The latest and surest cure for obesity is to partake of only a single dish at a meal. This, it is said, will in a few weeks reduce the weight of the most obese person to a normal condition. It certainly is worth the trial, if one has strength of character enough to carry it out.

Children must make noise, and a great deal of it, to be healthy. The shouts, the racket, the tumble and turmoil they make are nature's way of ventilating their bodies, of sending the breath full into the very last corner of the lungs, and the blood and nervous fluid into every cord and fibre of their muscles. Instead of hushing their riot, it would be a blessing to the older folks to join in it with them, and so start their blood into healthy circulation. In this play the red blood goes to every tiny cell that has been white and faint for want of its food.

*Gill Frames.*—Boil 3 or 4 onions in one pint of water, and sponge the frames; this will keep them free from flies.

Run a red hot poker slowly over old putty and it will come off easily.

'Tis said that red ants will never be found where sulphur is kept. Keep a little Swiss bag of sulphur in your pantry drawers, and in corners of cupboards, etc., and they will disappear, and not return while the sulphur remains. It is simple enough to be worth the trial.

Now that housecleaning time is at hand, let me tell you how to wash your dainty colored curtains, scarfs, and dresses for that matter. Get at the druggists 10 cents' worth of *soap bark*, steep as you do tea, only longer—10 cents' worth will make enough for about an ordinary pail of water, strain and have *warm*, not hot, when you put in your goods, and wash the same as in soap suds; rinse and let dry just enough to iron, and don't use too hot a flat iron, and your pretty curtains, etc., will look like new. This is also excellent for washing woolen goods; in fact, anything that soap is apt to fade can be nicely cleaned by soap bark. Try it and see for yourselves.

#### SANCTITIES.

Hold sacred thy friendships in dignity and reserve. Hold sacred thy friend as an altar to which no common or unclean thing shall be brought. Hold sacred his thought and his affections, his needs and their fulfilment.

Be as hospitable to his thoughts as to him. Never criticise in a carping spirit; but only seek to investigate the subject with him.

Extend thy hospitality—which, in all ages, has been held a sacred thing—to all whom he holds dear, and to all his endeavors and aims.

Hold sacred thy body as a temple of the Most High,—that is, of the highest aspirations and holiest resolves and loftiest dedication.

Hold sacred thy mind, as the most exquisite tool of thy soul. Sweep it clean with the winds from most high places, so that the chaff shall be winnowed from the wheat.

Thy soul is eternally sacred, and thy whole being "a harp of a thousand strings" played upon by airs divine. Keep it attuned to high harmonies, a fitting instrument of the divine realities.

Hold sacred thy life. Hold it up as a chalice to everlasting fountains. Then every word and act will flow forth, shining with purity and power.

Hold sacred thy sleep, that it be not a bestial stupor,—and the hour of waking heavy and depressed.

The dawn should be to thee a time of illumination. Dismiss not thy soul when thou liest down, lest the portals of thy body be slow to open to the returning guest, and be passive to baser currents. But let thy soul lay thy body away to gentle rest, and remain to it the channel of renewal from the broad streams of life eternal. Then shalt thou mount with the sun. "Thou shalt mount up like eagles; thou shalt run and not be weary; thou shalt walk and not faint."

Many lives suffer for want of a definite ideal of what the soul would make them. What is thy ideal, mothers? In what does motherhood consist? Dost thou nourish the spiritual natures of thy children? Is their symmetrical growth dear to thee, even if not in the line or according to the law of thine own? Art thou mindful of the broad activities of thy daughters, and of the purity of thy sons? Art thou wise, calm, poised: centred on realities; patient; self-controlled; permeated with light celestial! No vocation so sacred; no privilege so great as thine.

Whoever thou art, have an ideal, and contemplate it daily, that thou mayst grow like it. Forget what thou art in what thou wouldst be, so that the higher idea may possess thee wholly.

How easily we lose poise, swept by the currents of life. Our root is not deep enough. Consider the lily resting on the face of the waters, its root far below. How serene it rides the ripples, and how confidently it has sought



the light, that its life may expand therein, above the turbulence of the waves.

Affections should not bind the soul, but enfranchise it. Through them it should know larger, deeper, higher life. They should be to it as wings through which it mounts. A friend comes as an ambassador from the heavens, bearing certain gifts of character or of service. Expect not *all* gifts by the hand of one ambassador, but receive gratefully whatsoever is brought to thee. Flout not the King's gifts, because they are not other or more. If thou hast need of other gifts, they will come in due season.

The universal love, and the spirit of joyful service toward all, is the strongest and holiest tie thou canst have with thy friend, and begets the deepest satisfaction. This must be lived to be known.

"We live in deeds, not years; in thoughts, not breaths;  
In feelings, not in figures on a dial.  
We should count time by heart-throbs. He  
most lives  
Who thinks most, feels the noblest, acts the  
best."

"Love not forms, shapes and appearances: death shall rob you of them all; learn to love souls and you shall meet them again."

"Is there any tie which absence has loosened, or which the wear and tear of everyday intercourse, little uncongenialities, unconfessed misunderstandings, have fretted into the heart, until it bears something of the nature of a fetter? Any cup at our home table whose sweetness we have not fully tasted, although it might yet make of our daily bread a continual feast? Let us reckon up these treasures while they are still ours, in thankfulness to God."

"Sweet is the smile of home: the mutual look  
When hearts are of each other sure;  
Sweet all the joys that crowd the household  
nook,  
The haunts of all affections pure."

"We ought, daily or weekly, to dedicate a little time to the reckoning up of the virtues of our belongings,—wife, children, friends,—and contemplating them then in a beautiful collection. And we should do so now, that we may not pardon and love in vain and too late, after the beloved one has gone from us to another world."

"So to the calmly gathered thought  
The innermost of life is taught,  
The mystery, dimly understood,  
That love of God is love of good;

That to be saved is only this,—  
Salvation from our selfishness."

*Whittier.*

"I would give nothing for that man's religion whose very dog and cat are not the better for it."

"Realize it thoroughly: this is a methodical, not an accidental world."

"Many a one thinks he is looking at truth, when he is only looking at the spectacles he has put on to see it with."

"To be trusted is to be saved. And if we try to influence or elevate others, we shall soon see that success is in proportion to their belief of our belief in them. For the respect of another is the first restoration of the self-respect a man has lost; our ideal of what he is, becomes to him the hope and pattern of what he may become."

"Calling things bad, calling men bad,  
Adds but darkness to their night;  
If thou wouldst improve thy brother,  
Let thy goodness be his light."

"Make thy life good to others, and thus make their lives all good to thee."

"Whatever we are, high or lowly, learned or unlearned, married or single, in a full house or alone, charged with many affairs or dwelling in quietness, we have our daily round of work, our duties of affection, obedience, love, mercy, industry and the like; and that which makes one man to differ from another, is not so much what things he does, as his manner of doing them."

"Make yourselves nests of pleasant thoughts. None of us know yet, for none of us have been taught in early youth, what fairy palaces we may build of beautiful thought—proof against all adversity. Bright fancies, satisfied memories, noble histories, faithful sayings, treasure-houses of precious and restful thoughts, which care cannot disturb, nor pain make gloomy, nor poverty take away from us,—houses built without hands, for our souls to live in."

"Rest is not quitting  
The busy career;  
Rest is the fitting  
Of self to its sphere.  
'Tis loving and serving  
The highest and best!  
'Tis onwards, unswerving—  
And that is true rest."

See that your neighbors and friends are informed in regard to THE STATION AGENT Locating Bureau.



## GLEANINGS.

Self-will is weakness; the will to do right is strength.—*Geo. MacDonald.*

Real sorrows make us ashamed of imaginary ones; they force us out of ourselves.

To love God and to love man is Christianity. All else is husk and shell.

It is fidelity to the present which prepares us for fidelity in the future.—*Fenelon.*

Chain anger, lest it chain thee.

Associate reverently and as much as you can with your loftiest thoughts.

It is happiness to have someone glad you are alive; the deepest of all human longings is simply *to be wanted.*

Count what thy friend is to thee, and say naught of what he is not.

There may be times when you cannot find help, but there is no time when you cannot give it.

Children bare of kisses seem cold as children bare of clothes. We have seen children who evidently did not know how to kiss their fathers—they went about it, when they had to, so shyly and awkwardly,—and were forgetting how to kiss their mothers.

Someone has well said, Politeness is like an air-cushion; there's nothing in it, but it eases the joints wonderfully.

I can do you a great favor in such a way that you shall half hate me and my favor; you can accept from me a favor in such wise that I shall feel as though I had been crowned!

"My dog," "my horse," I say,—but that dog belongs first to himself before he belongs to me. To become the owner of an animal is to enter into a contract with a fellow creature, a very little one,—and at once the Golden Rule begins to apply.

The *habit* of love-ways is the need in the home. In many a home neuralgia or rheumatism or the business-worry makes the weather within as changeable as it is without in a New England spring; sometimes a morning greeting all around that seems like a chorus to one's prayer, and then a table-talk of sympathy that sends one bravely out to his work, and one cheerily about her house, and the children brightly off to school, each with a sense that the best time in the day will be the time which brings them all once more together,—sometimes so, and sometimes a depot-breakfast where no eye meets eye, and you hear yourself eat, and the stillness is broken by dish-joggings and criticisms on what is in the dishes, or what ought to be and isn't, and then

a scurry off like boys from school. How is it with *ourselves*? Each one had better ask herself the question in the quiet now and then.

## Why Buy Tickets At All.

"I ONCE rode from Denver to New York for less than \$7 on a wager with a prominent railway official," said O. P. Schuyler to a St. of Louis reporter at the Laclede. "By the terms the wager I was to ride first class, to be put off no train, and to pay for less than one mile in three. I won easily. I would board a train at the end of a division with a ticket good for fifteen or twenty miles. Before riding out my ticket I would manage to ask the conductor several questions about the town at the other end of his division, our time of arrival there, etc. I would then don a smoking cap and go forward to the smoker and take my ease. Frequently the conductor would pay no further attention to me and I would go through nicely. Sometimes a conductor would come along looking for checks. I would name the town at the end of his division. That generally satisfied him. If he insisted on seeing my check I would tell him my hat was in the next car. Only one came to report that my tile contained no check. I was a trifle indignant at being so frequently disturbed, looked through my pockets, went back and stared at my hat, and then tendered him fare, which he declined to take. Of course I afterwards paid full fare over the line, but I won my wager and proved to the skeptical railroad official that even the most careful conductor may be done brown by a dead beat."

## The Alaskan Railway.

John D. Hutchinson, a member of the party of engineers who have been making a survey for an Alaskan railway which is to bridge Bering Strait and connect with a Siberian road, is in San Francisco. He says that the enterprise promises success. "There were eight engineers in our party," said Mr. Hutchinson, "and we completed the survey from Vancouver, B. C., to Cape Prince of Wales, the point of Alaska nearest to Asia and Bering Strait, a distance of 2,346 miles. We reached that point in the latter part of last September. The project of the railway is the result of a dinner given in November, 1890, in New York by Henry Clews to some capitalists. The subject of an all-rail route to Russia happened to be brought up. The result was that within a few days a fund of \$20,000 was raised among the guests of the evening for a topographical survey. The engineers were engaged, and we began work from Vancouver on June 3, 1891. I think the road in all respects feasible."



### An Epithalamium.

BEING IN PLAIN ENGLISH A NUPTIAL SONG  
WRITTEN UPON THE TAKING OFF OF  
MAJOR LITTLE.

I've oiled my stops and cleared my reeds,  
And given my wind full play,  
And careful furnished all my needs  
To pipe a wedding lay.

The trumpets blare from yonder hill,  
The drums beat in the vale,  
But yet with softened strain they fill  
The upland and the dale.  
For now they urge no warring strife,  
Sound out no wild alarms,  
But gently call a loving wife  
To her true husband's arms.  
For this the music sweetly flows  
With pleasing amorous airs,  
From bugle's bell where'er it shows,  
From kettle-drums and snares.  
The swords are scabbarded and wound  
With ribbons and with bows,  
The cannons, too, are graceful bound  
With violet and rose.  
The fete is one of peaceful parts,  
As celebrates the dove;  
The battle fought was one of hearts,  
The victory that of love.

At times, howe'er, a martial note  
The melody strong swells,  
And mingles with the tones that float  
From out the wedding bells.  
'Tis thus with war love blissful blends,  
And through it Major Little sends  
This word to all beneath the stars,  
To learned ones and stupid,  
That he's laid down the arms of Mars  
To take up those of Cupid!

'Tis so, ye startled ones of earth,  
Now give loud echo to your mirth  
And shout a cheerful cry;  
The valiant Major's found at last  
A love that's even far surpast  
His famous love for pie.

No more he'll lead the serried ranks  
With spur against his horse's flanks,  
At night in saddle bunkin';  
No more he'll till the fertile fields  
With all their golden grainful yields,  
Nor cultivate the punkin.

No more he'll flirt with Western girls,  
Or trade them gloves for sunny curls—  
At least he'd best not try it;  
No more his letter he'll replete  
With libels on my modest feet  
And from the house top fly it.

The witchery in a roguish eye,  
The pulsing red of lips near by,  
The day completely carries;  
He quick surrenders heart and hand,  
The happiest lover living, and—  
To-day the Major marries.

And so my reeds I've filled full strong  
To gaily pipe this nuptial song—  
To herald with a tender strain

The mating of this loving twain.  
The one of which, the lady fair,  
Stands perfect and beyond compare;  
While for the Major, we all know  
That as a soldier or a beau,  
He's shown he's built upon a plan  
To make a model married man.  
I send him forth a hearty cheer,  
And with one eye I flash him clear  
Glad wishes 'long old glory's trough,  
And with the other weep him off.  
A lucky lad indeed is he  
To win so fine a wife; and she  
For whom I trust all joy waits,  
Has gained in him the best of fates.  
I'll often think as Time rolls on  
Of all those days now past and gone,  
When I have watched the Major match  
His trousers with a fitting patch,  
Or seen him awkwardly begirt  
With buttons his best Sunday shirt,  
Or trembled at the awful shock  
Of his attempt to darn a sock.  
He'll be no more by such things harried,  
Since that to day he's safely married—  
The which event I blazon high  
To fit the case of one so spry  
As Major Little, Prince of Pie!

Then let the trumpets sound it far,  
The drums beat out the story  
As old as buried ages are,  
Yet flushed with youthful glory;

And tell to all of every stamp,  
From Juliet to Nero,  
That Love has stolen into camp  
And borne away our hero.

—RARELY METWITH.

### "A Man Without a History."

Under the above caption the *Atlanta Constitution* editorializes as follows the case of Messenger Hardin who, as stated elsewhere, has mysteriously disappeared:

The detectives in Louisville are puzzling their heads over a mysterious case. Some months ago the Wells-Fargo and Adams Express companies were robbed of two packages containing \$35,000 by the substitution of dummy packages, and Charles A. Hardin, a messenger in the employment of the Adams company, was suspected of the theft. No conclusive evidence could be obtained against him, and, after his discharge, he sued for \$25,000 damages. When the case was called the other day, he was not present, and a search through the city failed to find him. His lawyers and friends were unable to explain his disappearance, and his flight was naturally regarded as strong proof of his guilt.

Expert detectives have been looking into Hardin's record for months, and their report is one of unusual interest. These detectives say that, as a rule, it is impossible for a man to completely blot out his past, but that is just



what Hardin seems to have done. After diligent inquiry, the officers have been unable to ascertain what Hardin's real name is, where he came from, or anything about his antecedents. The man's life is a perfect blank, except during his few years residence in Louisville. The facts have been given the widest publicity, and yet, among the 65,000,000 people of this country, not a single person comes to the front with a scrap of information concerning this man. Apparently, he came from nowhere, and has now vanished from the face of the earth.

It is an exceptional case in detective annals. Generally, when the Pinkertons are employed to shadow a man and investigate him, they succeed in tracing his career back to his cradle, but Hardin is enveloped in a fog too dense for the sharpest scrutiny to penetrate. Whether this is the result of his natural reticence or is due to extraordinary precautions, remains to be seen.

#### A New Departure in Telegraphy.

**OPERATORS** will be interested in the latest invention in the line of telegraphy.

Six years ago last February Professor Elisha Gray, who has almost devoted his life to the perfecting of systems of communication by electricity, conceived the idea of inventing an instrument which would transmit writing by telegraph. He has labored incessantly since then, and at his factory at Highland Park has made thousands of experiments, but none of them was satisfactory until quite recently, when the telautograph, or long distance writing machine, was evolved.

The telautograph, as its name implies, enables a person to transmit instantaneously a fac-simile of his handwriting or sketching to a distance. It consists of a transmitter and a receiver. The structure of these instruments is remarkably simple, is devoid of complication, and the mode of operation is in all respects direct and positive. The methods for transmitting the electric impulses to the line and then converting them in the receiver into the corresponding movements of the automatic pen are all alike distinguished by simplicity and directness. Being of a positive character, they are, therefore, not dependent upon or influenced by accidental changes in conditions. In the transmitter an ordinary lead pencil is used, near the point of which two silk cords are fastened at right angles to each other. These cords connect with the instrument and, following the motions of the pencil, regulate the current impulses which

control the receiving pen at the distant station. The writing is done on ordinary paper, five inches wide, conveniently arranged on a roll attached to the machine. A lever at the left is so moved by the hand as to shift the paper forward mechanically at the transmitter and electrically at the receiver.

In the receiver the receiving pen is a capillary glass to be placed at the junction of the two aluminium arms. This glass pen is supplied with ink which flows from a reservoir through a small rubber tube placed in one of the arms. The electrical impulses coming over the wire move the pen of the receiver simultaneously with the movements of the pencil in the hand of the sender. As the pen passes over the paper an ink tracing is left, which is always a fac-simile of the sender's motions, whether in the formation of letters, words, figures, signs or sketches.

The advantages of the telautograph to business men are untold. It can be connected anywhere with the ordinary telegraph wire, and a merchant can conduct his ordinary correspondence and transact matters of importance without the medium of an operator. He can send instructions from his office to the factory close by or many miles distant, having the same delivered in his own handwriting. A banker can sign a check in New York without moving from his office in Chicago. In newspaper work the telautograph will be a valuable aid. Sketches of important events can be sent hundreds of miles, the artist having a transmitter and there being a receiver in the office.

Professor Gray, who has now achieved the crowning effort of his career, was born at Barnesville, Belmont county, Ohio, August 2d, 1835. He was educated at Oberlin College, graduating in 1862. Since 1867 he has been in the electrical business, and in 1869 organized the Western Electrical Company. His first work pertained to improvements in the Morse telegraph, and this was followed by his printing telegraph. He afterward invented the musical telephone, the speaking telephone and the harmonic telephone. He has been ably assisted in all of his telautograph experiments by the chief of his electrical corps, L. D. McPherson. Foster Ritchie has been his chief mechanical expert for five years and is now superintendent of the factory.

**The Station Agent's World's Fair Office** will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.



**BARELY METWITH'S BUDGET.**

—  
HANDLING PASSENGERS BY ELECTRICITY—A  
FEW HINTS FOR EDISON—SUGGESTIONS  
TO OUR READERS—BRIGHT AND  
BREEZY GOSSIP.  
—

I HAD a long, long conversation for about a minute with Captain Cadwallader this morning. In addition to being the secretary of the I. A. T. A. and president of the Q. C. A., the Captain is quite an enthusiastic student of electricity, and so it was that his thoughts and his words naturally and spiritedly ran to this subject. In view of the many and important discoveries and improvements that are being almost hourly made in the matter of electrical appliances, the Captain thinks that the coming ticket office is going to be something startling. He says that upon roads now run by electricity he finds the service so rapid that it takes longer to buy your ticket than it does to make your journey, and as other roads take up electricity as a motive power and it gradually spreads all over the country, covering the land until there is no longer left room for George Morrison's feet, it will have to be brought in some way to operate upon the functions of the ticket office and made to facilitate and quicken the work there. He spent a night recently up a telegraph pole meditating upon the possibilities in this direction, and while the marks of his cogitations are still to be seen upon the pole, he has not yet quite completed a plan for the perfect working of the system. He thinks, however, that it may be so arranged as to have on the outside of each ticket office a push button for every station to which that office sells tickets, each button being plainly lettered with the name of the station to which it is good. A passenger upon coming to the office looks over the buttons, sees the one he wants, pushes it and is instantly taken in hand by some mysterious and unseen power, the proper amount of money to pay for his passage taken out of his pocket, a ticket fastened in his hat-band, he is lifted up and borne away to his train, placed in a seat all to himself in the center of the car on the shady side and where he can get the best view of the beauties of the road, the check for his baggage thrust in his pocket, a morning paper in one hand, an accident policy in the other and a substantial lunch beside him on the seat, and all done just in time for him to feel himself suddenly picked up, carried out and set down in an easy chair in a luxurious room, while he looks down the

road to see the train disappearing in a flash of lightning and looks up at the sign-board to find that he has arrived at his destination—all before he has had an opportunity to stick his head out of the window once, put his feet on the seat, tear off the return portion of his excursion ticket, find fault with the temperature of the car, or criticise the road for moving its cars on wheels instead of on runners. This, the Captain says, is only a crude outline of the way the thing will eventually be done—an outline to be richly filled in with many elegant comforts and conveniences; and he thinks that as soon as Billy Raynor is broken to work in shafts matters will be so arranged that passengers will be brought to the station in a carriage. Until then, on account of his length and shape, Raynor is to be used as a belt to run the dynamo—and when Raynor reads this he'll pronounce it a dam, I know! Of course, the same influence that has juggled with the passenger will take care of the money which it has taken from him to pay for the ticket it stuck in his hat. This money it will run through the office accounts, leaving a comprehensive imprint of it and where it came from, what it came for and where it has gone upon them, and will then whisk it off to the bank, turn it into the dividend account of the road and pay it out on a 25 per cent. basis to a meek little stock-holding widow, who will spend it before she gets home for a plate of ice-cream for herself and a new collar for her dog. Raynor can growl if he wants to, but I'd rather have the widow—er—I mean the ice-cream. I want it to cool Joe Cardeza's bunion with; it always gets very feverish in the spring, like a warm weather thirst, and seriously interferes with this worthy old pilgrim's progress. The Captain is still further consummating the details of this coming ticket office, and when he gets them a little fuller devised perhaps he will give me another moment's insight into its wonderful performances. There is only one thing more that Harps cares to see added to its accomplishments, and that is that it shall be so contrived as to convert all the shorts into overs. Butz would like to have it make and deposit in his keeping a photograph of each button-pusher. Harry Grant says he'll be satisfied if it is only so managed to give him an hour's longer sleep Sunday mornings. Frank Carpenter is anxious that it should sing a song as each button is pushed, "Good-bye, Sweet-heart, Good-bye," for instance, or "Kiss Me, Sweet, and Go." W. H. McCormick wants it to shave every male and manicure the fingernails of every female passenger, but Charlie Parker says if it does that, the next thing will



be that some travelers will demand a bath and others to have their bangs trimmed. It will certainly be a convenient arrangement for suburban agents like Ramsey and Shaw and Kacy and Appleby and Hambright and Murray and Bob Beatty and Fine Cut Price and a host of others, who always have to hold the baby on wash-days while their wives hang out the clothes. These ideas and hints only make a broader ground for Captain Cadwallader to work upon, and if the coming ticket office but half fulfils his prophecies it will indeed be somewhat startling. Frank Wilson, the young telephone engineer at Broad street station, who weighs more pounds to the ton than any other Fat Man in the business, is strongly urging the Captain to advance the telephone along with the ticket office. Wilson has worn his voice so ragged and saw-teethy talking through the telephone that it cuts his lip now every time he attempts to talk; and then it has gotten so threadbare in places that the words drop through it and fall on the floor and Forster stumbles over them and Ed Wallace steps in them and the cat tracks them all over Cyrus Burton's cleanly scoured marble. What Wilson wants is that the telephone shall be so constructed that you can sit and just think at it and it will convey your thoughts equally as well as it now does your spoken words. This will be a point especially in Wilson's favor, for if only he could talk as well as he can think he would have long ago astounded into a swoon of delight the eloquence-loving world with himself as an auctioneer. But Frazee says advance and modernize and swiftify things as much as you please, no one can make tomato soup nowadays as good as he used to get it when he was agent at Millstone.

In this connection, I think this is a good place to say that Captain Cadwallader and the Editor of THE STATION AGENT, at all times anxious to have the agents throughout the country write to THE STATION AGENT upon matters of mutual interest, are now, especially the Captain, more desirous than ever to hear from agents regarding this application of electricity to the ticket business, and to get from them some ideas and suggestions looking towards the betterment of the coming ticket office. Come, boys, get a dip on your pens and give the Captain some hints in this direction. How is it with you, Brother Thompson, down there in flower-and-fruit-laden Florida? And what has Leonidas Danley to say for himself from out the frills and furbelows of Nashville's screaming sweet society? Has Jimmy Dart's quill lost its cunning since its change of owners? Haven't you anything in the way of a

hissingly hot fancy to sear the Captain with from your ice-bound throne, Jimmy, old boy? Don't tell us you always write with an icicle; we've seen and heard of too many warm-hearted letters from you for that,—an icicle would have melted down before the glow of the first letter was half cast. And you, Col. De Gress, isn't there some of the ingenious spirit of the picturesque old Incas still making itself felt about you? What do they want in the City of Mexico ticket offices to bring them abreast of the progress of to-day? Or, what have they got that the rest of the world can profit by? "What Cheer" can you give us, F. J. Meade, from your happily named Iowa town? Or how can you, J. N. Marsh, lead us out of the swamps by your Columbus, Ind., route? And you, Bellaire Haase—don't say us neigh! we've got whoa enough without that. Perhaps T. R. Mason, of Falls City, Neb., can drop us a helpful password. And what says the Odin, Illinois, agent, F. J. Barbee? Some contend the bar beats the pulpit. Speak up, Barbee, and prove the declaration. Certainly J. A. Danielson, of Prairie du Chien, Wis., hasn't pondered all these years without having stored up something of advantage to tell. Out with it, Danielson, we are all listening. And as for that royal old gentleman, William Lohmiller, of La Crosse, now's the time for him to flash his name rightly spelled at the bottom of a letter in THE STATION AGENT, and show the printers and policemen of Philadelphia that it isn't as low down as they would spell it. If C. S. Gaskill, of South Bend, Ind., will let himself flow for a page or two we will take the risk of the Gaskilling us. Turn it on full head, old fellow, and darn the expense. I see you, Mr. Hunter—G. D. Hunter, of Houston, Texas. It Texas long sometimes to Hunter man you are looking for as it does to find your collar button. But now that I've got you, tell us what was the first thing you thought of when you came on duty in your ticket office this morning that you'd like to have to make the work easier or better? Don't keep it back for fear some other fellow will take up the idea and invent the article and you thus lose the chance to do it yourself some time. Better get the use of it while you are living than the glory of its accomplishment after you are dead. And has Delaware no returns? Have all her ideas been killed along with the peach crop? What says Inventor Appleby? Can't the fertility of his creative brain spangle the pages of THE STATION AGENT with something to fill that always aching void—the everlasting long-felt want? Has that Fountain pen of yours lost its jet, Charlie Ellis, of Maysville,



Ky.? Try it and see if you can't throw a helpful and entertaining spray with it. And surely M. F. Quaintance, of Petoskey, Mich., hasn't lived all this time without accumulating within him some pretty good hard common-sense views of matters and things. Now's the time and here's the place for him to put them on inspection. Set them out, M. F., and let us make their acquaintance. And all the rest of you, from Avon, Maine, to Zaca, California, speak up!

Don't wait to be called upon by name. If you are a little timid about writing, uncertain about your grammar and doubtful of your spelling, *THE STATION AGENT* is a good journal to practice on. Under its fostering care you will soon develop in strength and precision. If you can't think of anything else to write about at the start, pitch into me. Show me how I might do better myself. Or ask me why I don't give more liquid and less froth with my soda, soda give you a worthy copy to follow. Find fault with me; show me wherein you excel me—how you can tell so many things more important and useful for the readers of this journal to know. That's what Captain Cadwallader and Editor Wright want to get at. And the eyes of the world, and of the World's Fair—that is to say, the women of the world—are on you. And I won't remove them from you until you do what I here ask you. Reasonably Wealthy Wright wants to make *THE STATION AGENT* richly wise and witty with your welcome words—wants you all to take a pen in making it varied in manner and interesting in matter. So start in with the April showers, try a little sprinkle at first and see how the human vegetation of *THE STATION AGENT*'s readers freshen and brighten up under it. You'll soon get so you can rain down a regular deluge, and then see where you'll have *me*. For I can't swim!

It is not necessary that you should confine yourselves to the electrical feature of the coming ticket office as hurriedly sketched out by Captain Cadwallader. Write about anything and everything. We can't have a convention every month, but we *do* have *THE STATION AGENT*; and it is a good way to keep in touch by talking to one another through it. Tell us something about your every-day experiences. There must be something happening to and with you every now and then that would please and profit the rest of us to know about. Why, not more than thirty minutes ago I saw a tall, sharp-nosed woman, with a box of caramels in one hand and a bottle of pickles in the other,

step up to Billy Conard's window and heard her say:

"Give me a ticket to Wilkesbarre: how much is it?"

"\$4.27," said Billy, as he tossed out to her the bit of pasteboard.

"Is that all the size of it?" she exclaimed.

"Huh, why I bought one to Tioga last week and only paid ten cents for it, and it was just as big as this one."

She evidently thought the more she paid for it the larger the ticket should be. And yesterday while I was showing Mark McGrillis how to tie the dozen of brand new white neckties he had just provided himself with for the wedding campaign, a fussy little gray-whiskered man rushed up to him and said:

"Got half an hour to spare?"

With his usual obliging disposition Mark answered:

"Yes!" When the little man cried out:

"I wish you'd lend it to me, then; I want to run down street a way and do an errand, and I haven't any time myself."

Now, just see how easy it is to pick up an item or two. Try it yourselves and tell us all in the next issue of *THE STATION AGENT* how you make out.

\* \* \*

Jack Rogers in his customary character of King Good Heart, the Destroyer of Human Misery, is still going about thawing the frozen despair out of his fellowman with the cheerful glow of his warmly beaming nature. What a delightful thing it must be to be so gifted! One of Philadelphia's most distinguished ministers has a very popular lecture entitled "The Jolly Earthquake," and in it he very forcibly teaches that it is best to look upon the bright side of things always, and shows the wonderful good that has been accomplished in the world by wholesome laughter—how that some of the noblest reforms in history have been brought about by it, the sick healed, maps of nations changed, and the courses of empires altered, until this matter of innocent jollity and good honest laughter has attained to so powerful an influence in the world's affairs that the time has come for men to study it as a science. And so I think it must be a very satisfying sensation to know that you are one of these gloom dispellers, and that go where you will you are a merry force to lighten the melancholy of the downcast and to make mankind the brighter and the cheerier and the happier for your coming. I have often wished I was one of that kind, and as often thought—though this is the first time I have ever spoken



it aloud—that I would like to have graven on my tombstone the one line :

*"He was sunny-hearted."*

Just what we'll have cut upon Jack Rogers' tombstone I haven't quite decided; but as Jack says he is going to live until THE STATION AGENT comes out regularly on the first day of each month, there is no hurry about it. Everyone who has ever come in contact with Jack must have noticed how trimly and tastefully and carefully and properly he is always dressed. He has had this fastidious and primy quality all his life. Some years ago, before he was married and while boarding at quite a stylish private boarding house in Philadelphia, he was awakened along with the other boarders one night by the piercing screams and frightened cries of a woman that there were burglars in the house. Everyone jumped out of bed and rushed out into the halls just as they were, but Jack not only stopped in his room long enough to completely dress himself, but also took time to shave, and blacken his shoes, and wash a grease spot out of his vest. Finally when he did excitedly step out into the hall and dramatically cry out, "Where are the burglars?" one of the night-gowned forms took in the situation at a glance and quietly replied: "Oh, they've been arrested, and tried and sentenced, and are now serving out their terms in the penitentiary." And the next day Horace Greeley gave utterance to his world-renowned advice, "Go West, young man, go West — over the Northern Pacific road!"

\* \* \*

A few months ago, when George Morrison rounded out to his full value by taking unto himself a better half, some mention was made about the Quaker City Club being a sort of Society for the Promotion of Marriage. And now we have a further confirmation of it in the approaching marriage of that rare and rugged and radiant young soldier, the redoubtable Major Little. The announcement took everybody by surprise, and so startled a baker on 12th street, who was just taking a pie from the oven, that he let the pie fall upon his foot, and will go to his grave carrying the brand of a half pound of mince meat upon that particular foot. That is, it astonished everybody except Fine Cut Price. One night last fall he dreamed that his leg was bitten off in a dog fight, and upon consulting Charlie Murray's Dream Book found it meant that a military friend was going to be married; so he immediately suspected it was the Major and went into the house agency business hoping to be

able to rent the Major a house. Mark McGrillis says that the Major couldn't well get out of it, since he attended a certain rag carpet party last winter and got the slice of pie with the ring in it. Anyhow, it serves the Major right; he deserves a good wife, and a happy, comfortable home, and if the good wishes of his friends will in any way help to make it so his house will be thickly furnished with them from cellar to roof. Everybody has a congratulation for him and a hearty hope for his future welfare,—and the baker has arranged to leave five extra pies on his front door step every morning. May the Major never break his record on profanity when he finds the kitchen fire out in the mornings, nor break his arm carrying—oh, no, I wasn't going to say that, Bob Smith; you needn't think because that bouncing baby boy of yours—well, that is, may the Major never break his arm carrying home the marketing.

With the Major happily mated it now behooves Harry Martin to uphold the reputation of the Quaker City Club as a marriage promoter by leading some one of his many conquests to the altar. Anthony Trollope in his autobiography tells us that when he was a young man policy and politeness required him at one time to make a short call or two at a country house where there was a daughter of about his own age. He was awkward and timid and wholly without any thought of the daughter, and she was equally as bashful and clumsy as he, whatever her thoughts may have been towards him. So it was that during the two visits there were scarcely half a dozen words exchanged between the young lady and himself, and they of the most commonplace character. Notwithstanding this fact, one day five or six months later while he was working at his desk in a London government office, in company with a dozen other clerks, this young lady and her mother strode majestically into the room and the mother cried out in a loud and impressive and somewhat ominous tone of voice: "Mr. Trollope, when are you going to marry my daughter?" It was mid-summer, but such a cold chill ran down Trollope's back that he came mighty near freezing to death. And so it is that some day before long the Quaker City Club will walk in on Harry Martin and ask of him with portentous emphasis, "When are you going to marry *somebody's* daughter?"

\* \* \*

Locomotive Ramsey, with his energetically helpful tender, Robert S. Beatty, and the rest of the motive power force who go to make up



the Entertainment Committee, is busily engaged in preparing for the April meeting of the Quaker City Club, and the promise is that the boys will have a very merry evening. Jack Rogers is the headlight on the above named locomotive—and you know what a dazzler he is! Charlie Murray is the cow-catcher—and if you'd see Murray hurling the difficulties out of the way you'd feel sure the engine would get there in good shape and on time. And Ed Wallace, all decked out in the Club Banner, is the danger signal. On account of this Locomotive having so much continuous hard work to do it was necessary that it should have a tank of a very large capacity and—well, I've noted above that Bob Beatty is the tender. Ramsey, by-the-way, is a sort of Ruler of the Village out at Chestnut Hill, and many questions relating to its government are deferred to him. This is as true with the children as with the grown people. Indeed, the children think him some sort of supernatural power, and believe that he can perform miracles. One day last week a little fellow ran into the station and cried out: "Mr. Ramsey, Billy Bitts says I'm a sardine!" Ramsey was equal to the occasion and instantly comforted the complainant with: "You tell Billy Bitts to unsay it right away; and if he don't unsay it in five minutes I'll take his mouth away from him."

#### THEY DO SAY—

That Harry Martin is giving it out quietly to his friends that this is a good time of the year to buy Christmas trees cheap.

That Sam Hutchinson, whose head is as bald as a door-knob, is telling the curious people of Omaha the way he manages to retain such a full and beautiful crop of hair is that he bathes it in Sozodont every morning, Sozodont come out.

That Bob Smith has a grievance. THE STATION AGENT recently referred to his lately arrived and unusually fine child as being a girl, when the fact is Bob's little girl is a boy. And Bob wants all the honor that the circumstance of sex warrants. Hence it is that THE STATION AGENT thus publicly removes from Bob's baby the hoopskirt of femininity and replaces it with the trousers of manhood.

That while Bob Beatty was standing in all his 7 feet and 225 pounds of broad-shouldered humanity at his ticket case one day not long ago, a little canary bird flew in at the open window and ate him.

That Mark McGrillis is one of the luckiest men who ever carried a horseshoe nailed to his

breast. As an instance of this, a little while ago he won nine clocks at a raffle, and now when any of his friends get married he has a wedding present for them already to hand.

That that \$2.64 Buffalo wine bill—the wine for which it is said went to moisten the Sandwich club's dusty palate—has at last been settled by Naylor Davis upon Charlie Kinney, who will either collect it from Bob Beatty or compel him to pay it.

That a bewitching but irate widow, who recently purchased a New York ticket at a nearby suburban station and was in some way misinformed by the handsome and stalwart agent thereat, vowed she would report him and see that he was properly disciplined for his blunder were it not that he was "such a nice fellow."

That the following incident is but a sample of the many funny happenings continually occurring at a large railroad station:

Place—Broad street station.

Time—5:30 p. m.

Lady, rushing up to usher—"What time does the next train start for Malvern?"

Usher—"5:44."

Lady—"What time does it get to Malvern?"

Usher—"6:40."

Lady—"Will the sun be set then?"

That Bob Smith is an authority on the care and comfort of children, and that he always gets a sheep's head, boils it until the teeth drop out, then takes seven of the teeth, sews them up in a little linen bag and fastens them around a child's neck—which invariably has the effect of making the child cut its teeth easy.

That Charlie Murray knows a man in Columbia well enough to borrow money from, whose breath is so strong that they often use it there to push coal trains in and out of sidings, and that many a time he has seen the man wrap it around a tree and by breathing in just once, pull the tree up by the roots.

That Major Little's March copy of THE STATION AGENT came to him with the word "Deceased" heavily written across his name, creating a great deal of consternation and no little (sic) anxiety. The letter-carrier was interrogative, the Major was exclamatory and the air sulphurous. The Major says so far from being dead, he is only going to begin to live with the coming of April 26th. But on account of its tardiness in getting out he



thinks the word suggestively referred to **THE STATION AGENT** itself.

That H. S. Ray, lately joined with W. J. Leahy, of the C., R. I. & P., in this city, and who has been acting as Soliciting Agent for **THE STATION AGENT** for the last three months, has received the appointment of Traveling Passenger Agent of the Denver & Rio Grande road, with headquarters at 379 Broadway, New York. Mr. H. E. Tupper, general eastern agent of the D. & R. I., himself a gentleman of distinguished merit and attainments, has made an excellent selection in this appointment. Mr. Ray is a wide-awake, intelligent young man, and with his rare abilities and accomplishments, and peculiar picturesque-ness of language to glorify the incomparable beauties of this famous "Scenic Line of the World," is sure to make business for his road as well as friends for himself wherever he goes.

That all the railroad and steamboat companies in this section are placing special rate excursion tickets on sale at stations along their lines in order to better enable people to come to Philadelphia to see Billy Raynor's high-water side-whiskers.

That the silver tongued orator of the Quaker City Club was at one time called away from home just on the eve of moving his family and household goods to another house. While he was absent and pending the moving, the coal gave out and his wife hesitating about having more coal put in the old cellar telegraphed him: "Coal all gone. What shall I do?" and the answer came back, "Burn wood." And that's why Tom Vaille smiles when he reads this paragraph.

That Joe Cardeza says the older he gets the more surprising it appears to him to see the prodigious efforts so many people put forth—I think I said put fourth—to become first.

That as a subduer of refractory children Billy Raynor is better than the "Rag Man," or a ghost story. That is, he would be if the children paid the least attention to him. It was very amusing the other day—if you could keep from being shocked—to hear a certain little four year old scamp, with curly red hair and crooked legs and a dirty face, all just like Raynor's, call out to Billy in answer to a solemn and severe command from him, "Oh, old bean pole, go soak your face in a tub of pickles and sweeten yourself up!"

Well handled pencils sharpen to the same point. For instance, note "Uncle Joe's" re-

marks in the March **STATION AGENT** calling on the R. A. A. boys to decorate this journal with some of their own wise ideas and thoughts; and then read what is written on this same subject a few lines above. This latter was written before the writer saw the March **STATION AGENT**, or knew that "Uncle Joe" had sounded such a blast. It all comes to the same thing: the readers of **THE STATION AGENT** are wanted to help make it readable. It is right enough and to be expected that the editor, who is supposed to be the ruling spirit in our interesting family of associations, should have something to say every month, but we are not that kind of a family where the children are not allowed to speak,—where they are only to be seen and not heard. They are wanted to be heard,—at least, each one wants to hear all the others. And as you always have something to say worth listening to, speak up, boys; speak loud and often.

That Major Little has many an odd experience in the line of his duty. For instance: He has a number of Italian quarrymen who buy tickets, some to Crum Lynne and others to Glen Mills, but on account of the peculiarity of their speech he can't always tell which station they ask for. Crum Lynne is the second station north of Chester. An Italian asked for a ticket the other day and the Major not being certain of the station said: "Where to, Crum Lynne or Glen Mills?" And the bronzed son of Italy replied: "Two stashes behind Chest." Then the Major knew he wanted to go to Crum Lynne.

That the March number of **THE STATION AGENT**, coming as an old friend in a new dress, was doubly welcomed—once for the sake of the pleasant memories of it in days gone by, and again for its fresh, and changed and novel make-up. Always beautifully printed and artistically arranged, it is now even more than ever a bright, sparkling, clean-cut, handsome, well-conducted and ably-edited journal; and in its present neat, tasty, and handy form it is sure to strengthen its hold upon its old friends and make and win the favor of new ones wherever it is known or seen. And now, too, that it has the women with it, certainly it will have such a following of men as it richly and rightly deserves, and which, as is ever the case, and ever should be, always wisely comes after Heaven's best gift to man.

W. McK.

Philadelphia, April, 1893.

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Subscribe for The Station Agent.



### Our New England Letter.

(From our Regular Correspondent.)

Is April fickle?

First a copious flood of rain,—  
Then a taste of snow again,  
Just a touch of sunny rays,  
Heaps of dark and cloudy days,  
A little thunder, a shower of hail,  
And weather signs are sure to fail.

Is April fickle?

A meeting of the New England Railroad Agents' Association was held in Boston, April 15th, about forty members being present. The usual business was transacted. The annual summer outing was discussed, and a number of the members expressed a preference for Saratoga as the place to be visited. A committee was appointed to consider the matter, and will report at the next meeting. C. C. Henry, who has held the office of president of the association for several years, felt obliged to relinquish the duties, and Mr. E. O. Brigham, of the Old Colony R. R. at Marlboro, Mass., was chosen to fill the vacancy. Mr. Brigham is a very popular man, and has had a valuable railroad experience, which well qualifies him for the position to which he is chosen.

After the business meeting the usual supper was served, and this was followed by speechmaking, in which the officers and invited guests, of whom there were a number, took part.

The rapid increase of mileage of electric railways in New England the past year approaches the marvelous, and the growth of this method of transit is already causing some anxiety and deep thinking on the part of steam railroad managers. The electric railways with their frequent cars and, as a rule, more advantageous locations, draw a large amount of patronage in the suburbs of our cities, which has heretofore been monopolized by the steam railroads. As a rule the fare is cheaper also, which in the minds of the majority offsets the small loss of time, as shown comparatively, by using the electric cars as a mode of transit. Electricity as a motor is yet in its infancy, but already it is a power which cannot be ignored.

#### RECORD OF A MONTH.

Our record covers a period from March 15th to April 15th, and we are enabled to chronicle some matters of interest which are component parts of the railroad history of the nineteenth century. Every subscriber should carefully preserve and bind "THE STATION AGENT," and in future years it will be almost

priceless as a book of railroad reference and information.

#### APPOINTMENTS.

John Gourley has been appointed division freight agent of the Fitchburg railroad.

J. R. Kendrick has been chosen third vice-president of the New York, New Haven & Hartford railroad.

C. H. Goodrich is the new general freight agent of the New York & New England railroad.

Mr. A. C. Kendall will, on May 1st, resign his position as general passenger agent of the N. Y. & N. E. R. R., to accept a similar position with the New York, New Haven & Hartford R. R. Mr. Kendall's successor has not yet been announced.

H. E. Howard has been appointed superintendent of the Connecticut River division of the Boston & Maine railroad, with office at Springfield, Mass. Mr. Howard has been connected with the Connecticut River railroad for thirty years. W. E. Ray is to be assistant superintendent.

#### MISCELLANEOUS.

The New York, New Haven & Hartford railroad are extending their block signal system, towers having recently been put into operation at Clinton, Westbrook, Saybrook and Lynne, all in Connecticut. The Shore Line division is being double-tracked, and faster trains between Boston and New York will be possible.

The Boston & Maine railroad is to replace its wooden bridge over the Merrimac River at Lawrence, Mass., with a four-track iron-plate girder bridge.

The union depot at Walpole, Mass., was destroyed by fire on the morning of April 3d. The entire building and signal tower was burned.

April 8th the Old Colony railroad depot at North Scituate was broken into and thoroughly ransacked, but nothing of value stolen.

April 9th Station Agent Fowler, of the Shirley depot on the Revere Beach & Lynn railroad, discovered that the depot had been entered the previous night and considerable damage done.

April 14th thieves entered the Old Colony railroad depot at Chelmsford Centre, Mass., but obtained but small plunder.

April 9th fifteen engineers and firemen of the N. Y., N. H. & H. R. R. held a picnic at Long Lake, Great Barrington, Mass.



The Brotherhood of Section Masters held its annual meeting at Fitchburg, Mass., early in April. Officers were elected as follows: Grand Master, T. F. Chase, Fitchburg; Grand Vice-Master, G. M. Gorham, Fitchburg; Grand Past Master, F. A. Brown, Westboro; Grand Secretary, G. H. Taylor, Framingham; Grand Treasurer, G. L. Hosmer, Marlboro.

Here is genuine encouragement to our station agents: Franklin N. Chase, the first mayor of the new city of Somersworth, N. H., was formerly a station agent on the Boston & Lowell railroad; he afterwards filled the position of ticket agent for the Boston & Maine railroad at Great Falls, N. H., and as New England passenger agent of the same road, and is now its assistant general passenger agent.

The Boston *Globe* recently published an interesting sketch of Elbridge A. Towle, who has been a passenger conductor of the Eastern division of the Boston & Maine railroad for forty-seven years. One of the most interesting features of the sketch is a copy of the time table of the Eastern railroad, issued Dec. 27, 1830.

#### STATION APPOINTMENTS.

Fitchburg railroad.—G. G. Blood, at White Creek, N. Y.; C. H. Earley, at Farley's, Mass.; R. S. Keep, at E. Jaffrey, N. H.

Boston & Maine railroad.—O. W. Ross, at Walnut Hill, Mass.; H. A. Bartlett, at St. Johnsbury, Vt.; E. M. Brown, at Newbury, Vt.; O. W. Hall, at Kittery Point, Me.; E. F. McDonald, at Londonderry, N. H.; W. T. G. Findlay, at Penacook, N. H.; C. R. Caswell, at Keene, N. H.

#### DEATHS OF THE MONTH.

March 15.—Alvin S. Raymond, for twenty-nine years an employee of the Concord & Montreal railroad, died at Manchester, N. H.

April 15.—Dana L. Smith died at Salem, Mass., age 73 years. Mr. Smith was once a brakeman and afterwards a freight conductor on the Boston & Worcester railroad. He was connected for some time with the New York Central R. R., but was best known as road-master of the old Eastern R. R., which position he held for many years.

#### THE DARK SIDE OF THE PICTURE.

The accident record for the past month has been quite large, the following being a partial list of accidents to railroad employees in New England:

March 16.—William Franklin, brakeman of New London Northern railroad, injured at Amherst, Mass., probably fatally.

March 15.—Alfred S. Rooney, brakeman of Boston & Maine railroad, foot crushed while coupling cars at Charlestown, Mass.

March 16.—Collision on Philadelphia, Reading & New England railroad near Sunbury, Conn. Engineer John Lynch had his leg broken.

March 22.—Thomas F. Welch, brakeman, both legs cut off on the New York, New Haven & Hartford railroad at Meriden, Conn.

March 30.—Edward S. Slate, brakeman, killed on the Boston & Maine railroad at Ayer Junction, Mass.

March 31.—William Miller, switchman Boston & Maine railroad at Salem, Mass., serious cuts on the head by being struck by tender of locomotive.

April 4.—Charles Brigham, brakeman Fitchburg railroad, killed at Hudson, Mass., by falling from car.

April 7.—William E. Walker, brakeman Old Colony railroad, killed at Fall River. Struck by an engine.

April 11.—Samuel Vining, brakeman New York & New England railroad, seriously injured at Danielsonville, Conn.

April 13.—Archie Durand, brakeman Fitchburg railroad, fatally injured at Gardner, Mass., by falling from train.

April 14.—Geo. Smith, section hand Concord & Portsmouth railroad, run over by hand car at Greenland, N. H., and fatally injured.

Next month I hope to tell you of another of our veteran agents who has seen over thirty years' service.

G. A. R.

#### "Cleveland to Buffalo While You Sleep"

Is the trade mark adopted by the Cleveland & Buffalo Transit Co., the new lake line. On the first day of May this company will commence operating between Cleveland and Buffalo the magnificent side-wheel steamers "State of Ohio" and "State of New York." One of these steamers will leave Cleveland every evening (Sunday included), arriving at Buffalo early the following morning. The tourist who is contemplating a pleasure trip to Niagara Falls, the Thousand Islands, or any eastern resorts during the coming summer, or the business man going east will appreciate this departure, as it affords the means of enjoying a pleasant lake ride and night's rest enroute. The steamers are among the best on the Great Lakes and the company promises a first-class service throughout.





PRESIDENT	A. M. NORTH	NEW CASTLE, PA
1st VICE-PRESIDENT	F. O. BECKER	GALVESTON, TEX
2d VICE-PRESIDENT	A. R. HANCOCK	BALTIMORE, MD
3d VICE-PRESIDENT	F. P. STANSELL	AUGUSTA, GA
4th VICE-PRESIDENT	C. T. VARDLAW	ELLIOT, ILL
SECRETARY AND TREASURER	R. W. WRIGHT	CLEVELAND, O

### R. A. A. DIRECTORY.

NOTICE TO DIVISION SECRETARIES:—In order to insure accuracy in this directory it is important that all changes should be reported promptly to editor of the official paper.

ARKANSAS DIVISION.—President, J. H. Moran, Hoxie; First Vice-President, J. L. Reinach, Pine Bluff; Second Vice-President, C. E. Carstarphen, Fort Smith; Secretary and Treasurer, H. B. Ake, Marianna.

CENTRAL MINNESOTA DIVISION.—President, E. Wolfsburg, East St. Cloud, Minn.; Vice-President, G. H. Roe, Alexandria, Minn.; Secretary-Treasurer, G. B. Ogbury, Anoka, Minn.

FLORIDA DIVISION.—[Organized March 22, 1891.] President, H. G. Crowder, South Fla. Ry, Orlando; First Vice-President, G. W. Dickson, J. T. & K. W. Ry, Jacksonville; Second Vice-President, F. W. Boyer, A. & W. Ry, Orange City; Secretary and Treasurer, S. B. Thompson, F. C. & P. Ry, Lake City.

GEORGIA DIVISION.—[Organized April 12, 1891.] President, J. C. Haile, Savannah; First Vice-President, C. L. Chandler, Macon; Second Vice-President, E. M. Habersham, Savannah; Secretary, H. H. Woodruff, Wadley; Treasurer, C. A. Jobson, Macon.

ILLINOIS DIVISION.—[Organized March 25, 1886.] President, Warren B. Bace, Irving Park, Chicago, Ill.; First Vice-President, O. E. Hawthorne, Carlinville, Ill.; Second Vice-President, O. W. Brown, Du Bois, Ill.; Secretary and Treasurer, J. Moriarty, Alvin, Ill.

INDIANA DIVISION.—[Organized Dec. 5, 1891.] President, C. E. Glass, Huntington, Ind.; First Vice-President, M. I. Hufford, Brazil, Ind.; Second Vice-President, L. E. Bernethy, No. Judson, Ind.; Secretary, L. J. Burdge, No. Manchester, Ind.; Treasurer, C. L. Stowe, No. Manchester, Ind.

KANSAS DIV.—[Organized June 26, 1888.] President, F. M. Shick, Wellsville, Kan.; First Vice-President, O. P. Liston, Goodland, Kas.; Second Vice-President,

J. M. Johnson, Genesee, Kan.; Secretary, L. F. Bacon, McPherson, Kas.; Treasurer, M. F. Carpenter, Stockton, Kan.

KENTUCKY DIVISION.—[Organized May 19, 1886.] President, E. H. Arnold, Boston; First Vice-President, C. W. Tolivar, Guthrie; Second Vice-President, J. H. Bryant, Shelbyville; Secretary and Treasurer, J. T. McLean, Middlesborough.

LAKE SUPERIOR DIV.—President, F. C. Jackson, West Superior, Wis.; First Vice-President, J. C. Eden, Duluth, Minn.; Second Vice-President, S. W. Marr, Superior, Wis.; Secretary and Treasurer, H. L. Sister, Duluth, Wis.

MARYLAND DIVISION.—[Organized October 27, 1890.] President, Thos. H. Tolson, B. & O. Ry, Morgan, Md.; First Vice-President, A. H. Rossman, W. M. Ry; Second Vice-President, G. W. Smith, W. M. Ry; Treasurer, C. W. HARVEY, B. & O. Ry, Ellicott City, Md.; Secretary, H. M. Burgan, W. M. Ry; Sentinel, A. R. Hancock, B. & O. Ry. Meetings semi-annual, 1st Tuesdays in September and March, place of meeting to be designated by the Secretary.

MICHIGAN DIVISION.—President, James Mahoney, Benton Harbor; Vice-President, E. Wykes, Owosso; Secretary and Treasurer, B. S. Stratton, Howell.

MISSOURI DIVISION.—President, Geo. W. Read, Carthage; First Vice-President, A. R. Van Geisen, Monett, Mo.; Second Vice-President, M. M. Mahaffey, Poplar Bluff, Mo.; Secretary and Treasurer, J. H. Clabaugh, Knob Noster, Mo.

MONTREAL DIVISION.—[Organized Nov. 26, 1890.] President, D. S. McCarthy, Sherbrooke, Que.; First Vice-President, O. S. Dane, Newport, Vt.; Second Vice-President, M. M. McDonnell, Brompton Falls, Que.; Secretary and Treasurer, C. W. Garvin, Lennoxville, Que.

NEW CASTLE DIVISION.—[Organized May 27, 1890.] President, W. A. Livingstone, Youngstown, O.; First Vice-President, C. A. Niles, New Castle, Pa.; Second Vice-President, W. S. McGeehon, Youngstown, O.; Secretary, D. F. Richards, Lowellville, O.; Treasurer, W. Wood, Hubbard, O. Meets on the third Monday evening of each month, alternately at New Castle, Pa., and Youngstown, O.

OHIO DIVISION.—[Organized December 17, 1883.] President, Geo. Berthold, Portsmouth, Ohio; Secretary and Treasurer, G. H. Austin, Newton Falls.



**OLD MEXICO DIVISION.**—[Organized April 24, 1889.]—President, W. J. DeGress, City of Mexico; Second Vice-President, J. C. Miller, Porfirio, Diaz; Third Vice-President, Ira. C. Walker, Torreon; Fourth Vice-President, J. S. De Echagarey; Secretary & Treasurer, P. J. Rising.

**PHILADELPHIA DIVISION.**—President, J. P. Griest, Reading, Pa.; First Vice-President, P. J. O'Byrne, Conshohocken, Pa.; Second Vice-President, C. M. Mullinix, Chester, Pa.; Secretary and Treasurer, A. M. Shaw, Birdsboro, Pa.

**PITTSBURG DIV.**—President, Chas. Javens, West Bridgewater, Pa.; First Vice-President, J. S. Aiken, Alleghany, Pa.; Second Vice-President, R. H. Bellman, McKeesport, Pa.; Secretary and Treasurer, M. N. McGeary, Parkers' Landing, Pa. Next meeting to be held in September at such place as the president and secretary may designate.

**SENECA DIV.**—[Organized Sept. 19, 1891.]—President, R. H. Wallace, Erie Ry, Oil City, Pa.; First Vice-President, E. H. Potter, W. N. Y. & P. Ry, Titusville, Pa.; Second Vice-President, J. McDougal, L. S. & M. S. Ry, Oil City, Pa.; Secretary, F. A. Beatty, Erie Ry, Oil City, Pa.; Treasurer, F. H. Cullis, W. N. Y. & P. Ry, Oil City, Pa.

**SUNSET DIVISION.**—[Organized July 19, 1891.]—President, W. L. Jester, Albany, Ore.; First Vice-President, E. C. Kane, Ashland, Ore.; Second Vice-President, L. G. Adair, Eugene, Ore.; Secretary, W. A. Cummins, Corvallis, Ore.; Treasurer, R. B. Houston, Roseburg, Ore.

**TEXAS DIVISION.**—[Organized July 19, 1888.]—President, J. T. Clements, Fort Worth; First Vice-President, S. S. Prince, Corpus Christi; Second Vice-President, E. A. Sterling, Belton; Secretary, Charles Collins, San Marcos; Treasurer, F. L. Sheeks, Mexia. Next meeting to be held at Fort Worth, date to be fixed by the executive board.

**WEST ONTARIO DIVISION.**—[Organized August 21, 1889.]—President, J. H. CAMPBELL, Savanne, Ont.; First Vice-President, J. A. NICAL, Huron Bay, Ont.; Second Vice-President, J. A. Crawford, Vermillion Bay, Ont.; Secretary, A. B. McCAY, Hawk Lake, Ont.; Treasurer, A. S. MCLELLAN, Sacke, Ont. Date and place of next meeting to be arranged by the Board.

**WISCONSIN DIVISION.**—[Organized September 22, 1885.]—President, M. J. MORAN, Black River Falls, Wis.; First Vice-President, S. F. DURGA, Grand Rapids, Wis.; Second Vice-President, A. C. VAN HEE, Roberts, Wis.; Secretary, LEROY R. WELLS, Oak Center, Wis.; Treasurer, A. F. STILLMAN, Princeton, Wis. Next meeting to be arranged by board.

### How to Join the R. A. A.

**R**EADERS of THE STATION AGENT who are not members of the Railway Agents' Association can make no better beginning of the new year than by joining this representative of the traffic earners of the railroad service. The platform of the R. A. A. will certainly commend itself to every agent. We quote from the constitution:

#### ARTICLE III.

"The Association shall seek to attain these objects, by the details of organization as hereinafter described, by correspondence and personal intercourse between members individually and through the columns of an official organ, by holding conventions of the Grand and State Divisions, by inviting the co-operation of railway officials, by not resorting to strikes as a means of settling differences between railway companies and employees, and

by preventing as far as possible, teaching of students the art of telegraphy or station work of any kind, except to regular paid employees of the railway companies."

The objects and policy of the association are given in a pamphlet issued by the Grand Division and are as follows:

The Railway Agents' Association is an organization of traffic representatives of the railway service. It embraces in its ranks Agents of all classes, Bonded Cashiers and Chief Clerks. Its objects are as follows:

To increase the efficiency of the vast army of Agents.

To combat the hostile sentiment against railway interest in the public mind in many communities.

To impress upon railway managers the necessity of bringing the Agents under the direct control of the traffic department as far as possible.

To practically demonstrate the fact that the Freight and Ticket Agents, as the revenue earners of the railway service, are, or should be, the best and most intelligent class of men in the employ of the companies, and that the financial prosperity of a road depends on their efficiency and thus to make agency work the best paid branch of the service.

To establish and operate a Guarantee Company.

To conduct an Employment Bureau for the benefit of our members.

To prevent the indiscriminate teaching of "students" in railroad telegraph offices.

To educate our members through our official paper and by meetings to a better understanding and appreciation of their duties as agents and railway employees.

To prove that the agents are above the necessity of resorting to the methods of radical labor organizations in the association representing their branch of the service.

It is taken for granted that every railroad man into whose hands this pamphlet may fall, and who is eligible for membership, has convinced himself that he ought to be a member of the Railway Agents' Association. The next question is, How shall I join and what is it necessary for me to do? These are inquiries that are easily answered. On this page will be found an application blank which should be filled out and sent to the Grand Secretary, R. W. Wright, 45 Sheriff street, Cleveland, O. The amount of the initiation fee is \$3, and the dues \$5 per year, or 42 cents per month, payable in advance. Dues may be paid either annually or semi-annually in advance. That is, a member may remit for the entire year or for six months. For instance, if application is made in January, 1893, the applicant would send \$3 00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will



be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause

### To Members R. A. A.

GRAND Secretary Wright has been ill for several weeks past and is still unable to give close attention to business. Grippe, malaria and a complication of nervous troubles have broken down the strength of this energetic worker in the R. A. A. cause. His full return to former health and activity is only a question of time and rest, and we feel sure that members of the association will join with the publishers in the hope that this may soon be an assured fact.

### The Agent and His Duties.

AT the recent meeting of the members of Philadelphia Division the following paper from the pen of Mr. A. S. Hallman, agent of the Pennsylvania railroad at Norristown, Pa., was read, and is published by request of members of the division:

#### MEMBERS PHILADELPHIA DIVISION R. A. A.:

The Bureau of Information in our large stations is an important feature of railroad work. The person who can take charge of this office successfully must be a man of rare accomplishments. He must be able bodied, have strong lungs, good taste, sharp nostrils, and any amount of assurance and ready wit. He must speak all the languages, civilized and uncivilized, in the world be able to locate every city, town, village and hamlet in the country know on what railroad it is, the price of a ticket, the time the trains run and when they arrive. If trains are late he must know the cause of the delay, how soon they will arrive, and a thousand and one other questions are expected to be answered For such a position a large salary is always expected and generally paid. But is not the ticket agent in one of our large ticket offices expected to give all this information gratuitously in addition to the various duties that are required of him and the constant vigilance he is obliged to exercise to keep his accounts straight. He must have the prices and forms of tickets in his head when one passenger asks for a ticket to Reading and another for an excursion to Jacksonville or the Pacific coast, and another for a half ticket, clerical or some other form. Then there's the party who wants to know when "the next train goes to ———, and is that the first one." No sooner finished than up comes the important old spinster with a cracked voice, and the inquiry, "How much is the train late and has anything occurred to delay it," just as if

## RAILWAY AGENTS' ASSOCIATION. APPLICATION FOR MEMBERSHIP.

*To Officers and Members of . . . . . Division:*

*Having received a favorable impression of the Railway Agents' Association, and being eligible to membership therein, I hereby apply for membership, under the jurisdiction of your division, and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of said Association. I am at present employed by the . . . . . in the capacity of . . . . .*

*Company at . . . . .*

Enclosed Fees, . . . . . \$ . . . . .	Name . . . . .
Dues, . . . . .	Post Office . . . . .
Total, . . . . .	State . . . . .

*We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.*

.....

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

The Station Agent's World's Fair Office will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.

A. B. Quinker, member I. A. T. A., Macon, Ga., died March 4.



the railroad company ran trains late for convenience. All this trying work the ticket agent is obliged to attend to and to answer these ridiculous questions in a polite and smiling manner, so as to satisfy the passengers that he has no desire to jump through the ticket window and wring somebody's neck, just for a little relief. The agent knows that this would make him feel better and give him a better appetite for his meals, but as such a thing is out of the question, he must forbear entirely, for the least impatience will cause someone to say he is short or impertinent and doesn't know how to treat people. There is perhaps no position more trying to human nature than that of a ticket agent. He can only be successful in his vocation by becoming a Bureau of Information within himself, by diligently applying himself to the various points suggested, and when so educated he becomes a valuable addition to his company, and his services should be much more highly appreciated by some of the roads whose success in the passenger traffic largely belongs to those faithful agents who give their whole attention to winning the favors of the public to the line they represent. I venture here to say that the more highly the railroad companies appreciate their services the greater favor will they receive from the traveling public. Many instances may be cited where the polite attention of the ticket agent has won for his company the praises of the management of other companies far beyond their own lines. In our opinion the day is coming when railroad managements will more fully realize this fact, and then we may also hope for larger salaries and shorter hours. We may further state that among the various classes of employees of a railway company, there are none that can do more to make or mar the success of the companies they represent than the station agents. They are the immediate representatives of the railroad and come in closer contact with the traveling public and the road's patrons in general than any other person connected with the line from the president to the track walker. They are the ones that have to hustle around and secure the freight shipments which might be sent by a competing line, interview the consignees and secure their order to have their freight shipments routed via their own road. While the agent is doing this he must be able to explain the cause of delay while in transit of some previous shipment, entertain a claim of lost or damaged goods without in any way committing his company to the final payment of the claim, at the same time managing to retain the good will and likewise shipments of the claimants.

### Meeting of Missouri Division.

A MEETING of Missouri Division was held at Clinton, Mo., April 22d, and while the attendance was not large, the social features of the programme will long be remembered by members and their families. An interesting business meeting was held at the Artesian Hotel in the afternoon and evening. G. W. Read, president, presided. Owing to the absence of Acting Secretary E. McDaniel, T. M. Roberts was elected secretary pro tem. The resignation of J. H. Clabaugh, secretary and treasurer, owing to a change of residence to another state, was accepted with regrets for the loss to this division of such an efficient and enterprising officer. Mr. E. McDaniel, of Knobnoster, Mo., was unanimously elected secretary and treasurer to fill the vacancy.

Messrs. T. M. Roberts, of Clinton, Mo., A. R. Van Giesen, Monett, Mo., W. Baker, Serman, Mo., and J. T. Rea, Windsor, Mo., were appointed a committee to draft suitable by-laws for adoption at our next meeting, which is to be held at Kansas City on Sept. 9th. Before adjourning the convention passed the following resolutions:

*Resolved*, That the sincere thanks of Missouri Division of the Railway Agents' Association be tendered the mayor and citizens of Clinton, and to the proprietors of the Artesian Hotel for courtesies extended our members and friends.

*Resolved*, That our thanks be extended to the Baird Female College, one of Missouri's leading institutions of learning, for the elegant parlor entertainment given by the Faculty and students in our honor.

*Resolved*, That our thanks be tendered the following railroads for courtesies extended in connection with this meeting, viz.: The Missouri Pacific, Missouri, Kansas & Texas, St. Louis & San Francisco and Kansas, Ft. Scott & Memphis, the generosity of the last named being such as to elicit special commendations from this meeting.

*Resolved*, That these resolutions be published in THE STATION AGENT and extra copies be procured for distribution.

### Toronto Division Organized.

A STRONG division of the Railway Agents' Association was organized at Toronto, April 30. The progress of the association in that section has been most gratifying, and much interest is manifested in the work. We quote from a Toronto paper:

"For some time past Mr. W. W. Spencer, special organizer of the Railway Agents' Association of North America, has been at work in this vicinity in the interest of the association.



As a result of his labors a meeting was held last night in Chivrel's parlors and a local organization was perfected. After Mr. Spencer had in a short speech explained the objects and policy of the association, the organization was proceeded with, the election of officers resulting as follows: President, W. Jarman, ticket agent G. T. R., Union station, Toronto; first vice-president, W. B. Bamford, agent C. P. R., Peterboro'; second vice-president, — H. Corton, agent G. T. R., Don; secretary-treasurer, M. P. Forbes, assistant ticket agent, G. T. R., Union station, Toronto. The executive is to be composed of the officers and Messrs. Radcliffe, Donovan, Lynch and Drowsey. It was decided to call the division The Toronto Division. After some routine business the members adjourned to the capacious dining hall, where ample justice was done to the magnificent spread furnished by Caterer Chivrel. The Agents' Association should have a bright and prosperous future, as their policy is one which commends itself to the support of every intelligent official and agent. One of their principal objects is the establishment of the closest and most harmonious relations possible between the management and the agents, particularly those officials at the head of the traffic department."

#### A Strong Division at London.

THE work of the association in Canada is meeting with great success and Special Organizer Spencer has been given a royal reception by the agents in that section. The following account from a local paper of a recent meeting of agents at London, Ont., will tell the story of the organization of the new division at that point:

For some time past Mr. W. W. Spencer, the travelling organizer of the Railway Agents' Association of North America, an order which has gained great strength in the United States, has been covering Western Ontario for the purpose of establishing a division of the association in this district, and as a result of his labors a meeting was called for Saturday afternoon in the K. of P. hall, Duffield Block, for the purpose of establishing a local division of the national body. Amongst those in attendance were the following:—G. T. R. men, Messrs. Scott and Turner, of Chatham; Smith, St. Thomas; Livingston, Corinth; McGraw, of Hagersville; Ellis, St. Jacobs; Evans and Huff, London. The C. P. R. was represented by Messrs. Houston, London, and Jennings, of Glencoe. The M. C. R. delegates were

Messrs. Stewart, Paul and Evans, London, and King, of St. Thomas, and A. R. Patterson, of E. & H. Railway. After the objects and policy had been thoroughly set forth, the organization was proceeded with, commencing with the election of officers, which resulted as follows:—President, R. W. Scott, Chatham; First Vice-President, W. H. King, St. Thomas; Second Vice-President, Jas. Houston, London; Secretary-Treasurer, A. R. Patterson, Chatham; Executive Committee, Messrs. Huff, Smith and Thos. Evans.

Each of the gentlemen honored responded in suitable terms, all expressing great faith in the objects of the order, the division being called, on a vote, the London Division Railway Agents' Association. It might be well here to explain that it is a non-striking and non-secret organization of employees in the traffic department. It embraces in its ranks agents of all classes, chief clerks, cashiers, bonded assistants and traveling auditors. The specific objects are:

First—To improve the standard of its members and to increase the efficiency of the railway service.

Second—To protect by all lawful means the interests of the railway companies.

Third—To assist worthy members in obtaining employment and to cultivate the closest and most harmonious relations between the management of the railways and the members, particularly those officials at the head of the traffic department.

The meeting then adjourned until the evening, when, after deciding that meetings be held on the second Thursdays in March, June, September and December, and the next one in St. Thomas, with some minor business, the visitors were most hospitably entertained by the London members to an elegant spread at the Hub, with President Scott in the chair, ably supported by Second Vice-President Houston. After justice had been done to the repast, the usual various toasts were made and responded to, and general discussions held on railroad topics, all uniting in voicing the sentiment that the order will be very beneficial to both the railways and their employees in this branch of the service. The London division embraces all the territory west of the Toronto division, which extends to Guelph. It starts with a charter membership of over seventy.

See that your neighbors and friends are informed in regard to THE STATION AGENT Locating Bureau.



### Card from the Grand Secretary.

To Members of the R. A. A.:

I trust that all members of the association will overlook both delays in the official paper and in the work of the office of the Grand Secretary during the past few weeks. I have been ill the greater part of the time and unable to give any attention to business. Unfortunately, the entire burden of this work rests upon my shoulders, and hence there has been no one upon whom I could depend in this emergency. I am glad to say that I am regaining my strength and health, and hope that our brothers in the R. A. A. will exercise a little leniency until the affairs of my office are running smoothly once more.

Faternally yours,

R. W. WRIGHT, Grand Secretary.

### An Important Traffic Agreement.

THE most important western railroad agreement ever made was recently signed, sealed and delivered in Chicago. It is an exclusive traffic contract on transcontinental and intermediate freight business between the Rock Island, Burlington, Missouri Pacific, St. Paul, Alton, Chicago Great Western, Wabash, Denver and Rio Grande and Rio Grande Western. To all intent and purposes, all these roads have pooled their business. Each road will favor the others in every possible way. Each and all will present a united front of opposition to all other lines. As nearly as possible the combination will work as a unit, giving each the benefit of the vast number of agents employed by all. Two other combinations are in the field. The Southern-Pacific-Atchison combination will be the strongest competitor of the allied lines. The whole situation is the result of a dispute over divisions between transcontinental lines and those east of the Missouri. Under the old \$3.90 basis of transcontinental rates, the lines east of the Missouri received 15 per cent. of the rate on the haul to or from Chicago, and 11 per cent. to or from the Mississippi. They were never satisfied with these divisions, alleging that they were inequitable and burdensome. This is the rock on which the roads split, and the first result, after a week of useless conference, was the alliance of the Southern Pacific and the Atchison. This combination took the Missouri river roads out of the contest for transcontinental traffic. But the immense tonnage involved could not be abandoned, and the combination above detailed was made. The fight will be a pretty one, but will probably be detrimental to net earnings. The situation is still more complicated by the

fight of the Panama Railroad and its steamship connections with San Francisco and New York for terminal business. The Atchison-Southern-Pacific combination has agreed to meet reduced rates made by the Panama, and will follow this competition down to any rate it sees fit to make. The other allied roads have also considered this element, and will meet the competition, although the loss in revenue from reduced rates will not be divided equally among the lines.

### That \$1.50 Watch.

A few weeks ago, contrary to our usual custom, we admitted to the columns of the *American Sentinel* an advertisement of R. H. Ingersoll & Bro., 65 Cortlandt Street, New York City, in which said firm offered a genuine American-made watch, warranted a good time-keeper, for the small sum of \$1.50. No sooner had the advertisement appeared than we were severely taken to task by numerous readers for advertising what they termed "an evident fraud." But the watch is not a fraud, either evident or otherwise. It is a genuine time-keeper, well worth, in our judgment, the price asked for it. This watch is somewhat larger in size than a three-ounce Waltham, being one quarter of an inch broader and also a quarter of an inch thicker than a Waltham. It has an imitation gold case. How well it will hold its color we can not say, but inasmuch as an imitation gold collar button can be purchased for five cents that will wear for months, or even years, it is not unlikely that this watch will, with care, preserve its appearance indefinitely. These watches are too large to be really neat in appearance, but no one who desires a serviceable and fairly accurate time-keeper at a very low figure is likely to be disappointed if he gets one of them. The same watch in nickel case is for sale by jewelers in this city for \$1.75. We regret that the harsh criticism of some of our readers has made this notice necessary.—*American Sentinel*.

### All the Comforts of Home

Are enjoyed by the patrons of the Nickel Plate road. Beginning in a few days the daily service on this popular road will consist of three completely equipped trains in each direction. You can dine and sleep on these superb trains. Through sleeping cars between Chicago and New York and Boston via West Shore and Fitchburg railroads. Between Chicago and New York and Philadelphia by the Philadelphia & Reading R. R. Rates as low as ever.

### Do You Know

That great improvements are being made in the train service of the Nickel Plate road, and that three completely equipped trains are to be run daily between Chicago and Buffalo in both directions? Through sleeping cars between Chicago and Boston, New York, Philadelphia. Superb new dining cars between Chicago and Buffalo.



## THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Railway Service in General.

### OFFICIAL ORGAN

*The International Association of Ticket Agents,*

*The Railway Agents' Association,*

*The American Railroad Clerks' Association,*

*The New England Railroad Agents' Association.*

Entered at the post office at Cleveland, O., as second-class matter.

CLEVELAND, O.

THE CLARK-BRITTON & WRIGHT CO., PUBLISHERS,  
45-49 Sheriff Street.

R. W. WRIGHT, EDITOR AND MANAGER, Cleveland, O.

GEO. A. ROUND, ASSOCIATE EDITOR, Waltham, Mass.

C. S. BRITTON, PRESIDENT, - - Cleveland, O.

C. R. CLARK, SEC'Y & TREAS., - - Cleveland, O.

ANNUAL SUBSCRIPTION, (Strictly in Advance,) - \$2.00

SINGLE COPIES, - - - - - .20

Advertising Rates will be made known upon application.

VOL. IX. APRIL, 1893. No. 2

Remittances may be made by Draft, Postoffice or Express Money Order, Postal Note, or Registered Letter, and should be made payable to the order of THE CLARK-BRITTON & WRIGHT CO. Currency, unless registered, at sender's risk.

Advertisements and correspondence relating thereto should be addressed to Chas. R. Clark, Manager Advertising Department. Advertising forms close on the 25th of the preceding month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

### OUR PLATFORM.

Inasmuch as the freight and ticket agents are the direct revenue getters of the railroad companies of the country, we believe that the best interests of both officials and agents will be best subserved by the establishment of the closest relations between the station service and the traffic department.

THE STATION AGENT, therefore, will at all times seek to advance the interests of its clientele, and the railroad interests in general, by strictly adhering to this policy. While extending the right hand of fellowship to all other classes of employees in the railroad service, yet THE STATION AGENT maintains that the position of the agents is not such as to warrant or require their affiliation at the present time with their fellow workers in other branches of the railroad service, and we shall at all times oppose the adoption of such a policy.

THE STATION AGENT, as the representative publication of the agents of the country, will ever be ready to fight for their rights. We are for peace, but not "at any price." Our columns are open to any agent in defense of a legitimate cause.

THE STATION AGENT is the direct medium of communication between the railroads and the agents, and consequently we will at all times be glad to have the traffic departments make use of our columns for the publication of such matter as may be of direct interest to agents.

THE STATION AGENT does not believe that it will ever be necessary for the agents to organize upon a "striking" basis. We know that the class of men engaged in the station service are above the necessity for such a policy. They are, or should be, in direct touch with the traffic department. Anything tending to discourage this idea is inimical to the best interests of the entire railroad service.

THE STATION AGENT will endeavor to convince railroad managers, as well as agents, of the value of a policy that recognizes this fact, and that lends encouragement to the agents in building up their own organizations on a conservative, non-striking basis.

For the year of our Lord 1893, the key words of THE STATION AGENT's editorial policy will be *Fairness, Fearlessness, Conservatism.*

### Notice.

WE beg the indulgence of our readers and patrons for this issue. The editor of this paper has been ill and incapacitated for business for several weeks past, which has necessarily delayed the publication of THE STATION AGENT. Arrangements have been made so that this delay will not occur in the future, and we are happy to state that Mr. Wright is so far improved as to now be able to give his personal attention to the work.

### An Important Decision.

THE United States supreme court on April 10, rendered an important decision affecting the liability of railways, and in so doing revised one of the decisions of Judge Gresham while upon the bench of the circuit court, seventh judicial circuit. The ruling will probably result in some important changes from a practice that now obtains to a considerable extent on the railways of the land.

One of the members of the firm of Perry Bros., manufacturing jewelers of Chicago, it



appears from the records, traveling as agent of the firm, started from Springfield to Petersburg, Ill., Jan. 30, 1885, over the Wabash, St. Louis & Pacific railroad. He carried a trunk containing his samples, valued at about \$10,000; it was checked as "personal baggage," neither Perry nor the railroad agent asking any questions nor making any statements regarding the contents of the trunk, which, it was alleged, was what was commonly known as a jeweler's trunk. En route to Petersburg the train jumped the track and the baggage car, with its contents, was destroyed by fire. Perry Bros. sued the receivers of the company for their loss, and a master awarded them damages in the sum of \$7,287. On review by Judge Gresham the finding of the master was affirmed and a decree issued. In his opinion the judge said:

"If the station agent did not know that the trunk contained jewelry he had reason to believe it did. He received it knowing that Perry was not entitled to have it carried as personal baggage. The agent did not believe that the trunk contained personal baggage only. It is plain from the evidence that he recognized it as a jeweler's trunk and that he understood it contained a stock of jewelry. He was therefore not deceived, and the receivers were not defrauded."

From the decree of the circuit court to pay the \$7,287 the receivers appealed to the supreme court. Justice Blatchford reviewed the case in an opinion of considerable length, quoting copiously from the testimony adduced before the master. This conclusion and the judgment of the court was that the decree of the circuit court must be reversed and the proceedings instituted by Perry Bros. be dismissed. Justice Blatchford said, in announcing the decision, that it was reached on the grounds that there was no evidence to show that the baggage agent had any actual knowledge of the contents of the trunk, and that Perry, in purchasing a ticket for a passenger train, and then tendering his trunk to the agent to be checked, tendered it as containing his personal baggage. The receivers were not liable for the contents of the trunk other than personal baggage.

#### **New Passenger Station of the Nickel Plate Road**

At Chicago, located at the Twelfth Street Viaduct, corner Clark and Twelfth streets. All trains on the Nickel Plate Road now arrive at and depart from this station. Street cars pass the door on Clark and Twelfth streets for all parts of the city. In addition to these, the Wabash Avenue Cable line is three blocks east, the State Street Cable line two blocks east, and the South Side Elevated one block east. Passengers and baggage transferred to all depots and hotels by Parmelee's Transfer Company.

#### **Our Boston Letter.**

[From Our Regular Correspondent.]

Our Rapid Transit Commissioners have reported a bill to the legislature which, if it should become a law, would compel the erection of a union depot and series of elevated tracks, on the north side of the city, which would cost not far from fifteen million dollars. That the rapid transit problem is becoming a very important one is generally acknowledged in Boston, but that the plan proposed would be feasible just at present is a question. Meanwhile the Boston & Maine railroad management are not troubled with the possibility of the bill becoming a law, evidently, for they are driving work, night and day, on their new terminals, and it looks as if July first would find the structure nearly completed. This new depot and re-arrangement of tracks of the Boston & Maine and Fitchburg railroads will accomplish two results at least which the public will heartily endorse,—the abolition of the annoying grade crossing on Causeway street, where more profanity has been flung to the breeze by people who have arrived just as the gates shut down, and who had timed themselves to a second, on reaching their trains, than we should like to estimate. And then the grade crossings at Charlestown, where trains are delayed and accidents occur painfully frequently; this would all be avoided by the changing of the location of the terminal tracks of each road. We can't really expect perfection in the transit problem all in one solid chunk, but the new structure now building will be a very substantial slice in the right direction.

The proposed change of the Fitchburg railroad from the old castle-like stone structure to the modern brick station, will sever another link which binds the march of modern progress to the methods of the past. The depot of the Fitchburg railroad was erected nearly fifty years ago, and its massive appearance, and its turrets and battlements made it one of the conspicuous pieces of architecture in the "Hub." When it was built the second story was arranged as a large public hall, one of the largest in the city at that time, and in this hall many prominent events took place, including the first appearance of "Jenny Lind" in Boston. The building has since been remodeled, and now there are a score of offices, and in these offices nearly one hundred clerks perform their duties each day. Employed in the building are two men who have been connected with the road ever since the depot was



built. Henry F. Whitcomb has served the road for about a half a century, and has held many official positions; he is now the road's registrar, and in spite of his three score years and ten, is active and earnest in his labors. Coolidge C. Daggett is the other man, who has worked for the passenger department of the road for forty years, and is still ticket agent at the Boston depot. Both of these men could tell us many interesting details as to the great progress and change of methods in railroad management in the last forty years.

Railroad clerks are naturally of a happy and genial disposition, and with the proper environment they will exemplify this assertion to a marked degree. Such an environment was manifest at the seventh annual dinner of the Boston Railroad Clerks' Association, which took place at the American House on the evening of April 15th. There were but forty members present, but it was a most jolly party notwithstanding. Supper was served at 7 o'clock and President Solomon occupied the head of the table, with Grand President Treibler at his right, while close by was E. B. Chamberlain, the "father" of the association. At the close of the spirited attack and complete rout of the edibles, President Frank L. Solomon rapped to order, and in his address of welcome spoke of the work of the association and the possibilities for work ahead. He advocated several radical departures in the methods of the grand body, and in careful way enumerated many of the benefits to be derived from the new policy. F. L. Putnam, of the Boston & Maine R. R., was introduced as toastmaster, and most ably filled the position, his introductory speeches being punctuated with witty remarks and anecdote. Grand President J. B. Treibler, Jr., of Philadelphia, made a most stirring address, and his eloquent words were convincing and encouraging. Another speaker who gave a most earnest talk on the railroad clerks as an organization, was J. P. Manning, chief clerk motive power department N. Y. & N. E. R. R. Brother Manning's address was filled with good, sound common sense, and was most helpful in its influence. Several other addresses were given, all in a happy vein.

#### SPOKES FROM THE HUB.

The World's Fair excursion business has commenced, and the early trains are going out well filled.

President McLeod, of the New York & New England, has made several new appointments both in the passenger and freight departments.

Grand Secretary Solomon of the A. A. R. C. is in New York this week participating in

the naval review, he being a member of the Massachusetts Naval Battalion.

The Boston *Journal* celebrated its 60th birthday, April 24th, by issuing a 50-page paper. All the various industries of the city were written of,—and the history of the various railroads running into the city was briefly given.

H. F. Hodge, who recently resigned his position as general freight agent of the N. Y. & N. E. R. R., is to spend the summer in California.

The trainmen of the Fitchburg railroad are to appear in new uniforms June 1st, the style being similar to that worn by trainmen of the D. & H. C. Co.

#### ROUND.

Montana has enacted a law forbidding ticket scalping. The bill was signed by the governor on March 13th. It appears that a powerful sentiment favors the scalpers, and that an attempt to have the law set aside as unconstitutional will be made. It should be remembered that Montana is a young state. Various eastern commonwealths sympathized with the scalper until they learned to know him. Experience will teach Montana that it is not wise to put much confidence in the scalper's tale of woe.

#### Highest Endorsement.

G. O. Mahaffey, M. D., the most successful Surgeon and Physician in the city of Jefferson, Ohio, speaks in praise.

Jefferson, O., May 19, 1892.

It is a fact now being made manifest to the medical profession generally that in electricity we have a powerful remedy, and one capable of great good in many diseases of both men and women. I use it successfully in my practice. I have for some time been familiar with the methods of application and the electro-medical inventions of Dr. G. F. Webb, and in my opinion he has, if not the most perfect and practical body battery appliances ever invented, it is certainly the equal of any both for ladies and gentlemen, and the benefit I have observed in many cases of chronic constipation alone is certainly worth the price of the appliance.

G. O. Mahaffey, M. D.

#### Facts Tersely Told.

Trains on the Nickel Plate road now arrive at and depart from the new passenger depot, corner Clark and Twelfth streets, Chicago. The Chicago ticket office is at No. 199 Clark street, in the heart of the business portion of the city.



## ORANGE BLOSSOMS.

BROTHER THOMPSON GRACEFULLY FESTOONS  
RARELY METWITH'S BEARDESS BROW  
WITH FLORIDA'S FRAGRANT  
FLOWER.

PIETOWN, March 27th, 1893.

JUST as it was a comforting and a cooling thought to me on many a hot day and night last summer to remember that I had a frost-fretted friend in cold-climated Canada,—just as it made the oppressive heat almost unnoticed as I lie down at night to know that Jimmy Dart had to tuck himself under eleven blankets and one hot Scotch—or *vice versa*—to keep from freezing to death, so it has been a cheering and a warming and a glowing experience to me through the bitter cold winter, now happily past, to know that fervid Florida held in its tropical heart even as good a friend of mine in the balmy and beaming person of S. Boteler Thompson. On many a day in January last I perspired through the streets clothed only in a burning recollection of my sun-kissed friend Thompson. And to-day's mail has brought me, in the shape of a shower of rich orange blossoms, a decided proof of this latter gentleman's thoughtful and kindly feeling. The intense green of the leaf forms a striking background to the delicately-shaped and gleamingly-white blossoms, and which in their rounded, unopened state somewhat resemble lilies-of-the-valley. Their distinct and pleasantly pungent odor tells me even better than words of that sun-blessed land of Florida. In fancy I revel in its ardent and perfume-laden atmosphere; I pluck its luscious fruits; I dream in drowsy ease and softened rapture glad reveries that swim me in a haze of halcyon happiness; and with a wild shriek I hastily curl my legs up under me as I imagine a certain pattern in the carpet is an open-jawed alligator charging ravenously upon me!

But I suspect that Brother Thompson is something of a mind reader,—a sort of fore-seer of coming events. Else why did he happen to send these orange blossoms so close upon the eve of Major Little's marriage? It could hardly have been chance; it is much more likely that Thompson divined matters and fearing he could not be present in person wanted to help on in spirit those high festivities which usually take place "when the foam of the bride cake is tossed and the fierce orange blossoms grow yellow."

And it shall be as he would have it, for I have arranged to have a portion of these lux-

uriant sprays made into an orange blossom pie to crown with glory and gladness the Major's wedding celebration.

Even as their peculiar, penetrating fragrance shall rise up then to flavor the pie and scent the air and put a ghostly touch of Brother Thompson upon everyone, so now does it blend with my thoughts and mingle with my ink, to at last find its way back to its Florida home bearing reports of my pleased and thankful feelings.

RARELY METWITH.

There is an advertisement in the *Nonconformist* this week that deserves special attention. We refer to the \$1.50 watch advertisement of R. H. Ingersoll & Brother of New York City. Not only is the firm a reliable one, but when it comes to a good watch for a small amount of money those offered surpass anything we have ever seen, and it is truly marvelous how they can be sold for the price asked. They are especially made for the farmer, and we heartily endorse them. There are so many fake watches advertised by snide concerns that such offers as this are distrusted on sight. They are large and handsome and give satisfaction in every case.—*American Nonconformist, Indianapolis.*

The Station Agent's World's Fair Office will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.

## FAT FOLKS REDUCED

—BY—

DR. SNYDER,

The Successful Obesity Specialist.



Mrs. Alice Maple, Oregon, Mo. Weight: Before treatment, 320 lbs.; after treatment, 168 lbs.

The following persons have taken treatment of Dr. Snyder, with loss of weight as given below. They will cheerfully answer all inquiries if stamps are inclosed.

Mrs. RACHEL C. JOHNSON, Pacific Junction, Iowa.....	325 lbs.	147 lbs.	178 lbs.
Mrs. ALICE MAPLE, Oregon, Mo.....	320 lbs.	168 lbs.	152 lbs.
S. B. COPE, Omro, Wis.....	340 lbs.	205 lbs.	135 lbs.
SIMEON VAN WINKLE, Franklin, Ill.....	424 lbs.	298 lbs.	126 lbs.
Mrs. GEORGE FREEMAN, Ft. Bidwell, Cal.....	278 lbs.	172 lbs.	106 lbs.
Mrs. SARAH BARNER, 1311 So. Fifth-st, Leavenworth, Kas.....	275 lbs.	170 lbs.	105 lbs.

### PATIENTS TREATED BY MAIL.

Confidential. Harmless and with no starving, inconvenience, or bad effects. For particulars call, or address with 6c in stamps.

DR. O. W. F. SNYDER,

McVicker's Theatre Bldg., CHICAGO.



## Our Judgment Sustained.

WHEN looking over the territory for the best place to locate our World's Fair Headquarters we were furnished abundant proof that the prices asked for rent in desirable sections of the "near by" or "walking distance" part of the city—would necessarily force those who paid such enormous rents to make a high charge on the visitor. Realizing that the great number of the members of the associations, and subscribers to THE STATION AGENT, would not care to squander the "slop over" of a year or more salary on their visit to Chicago, it was deemed better for us to get into a section where reasonable rates could be obtained, not by reducing the grade of accommodations, but by getting right prices for a good grade.

A number of orders have been received to secure rooms in Jackson Park vicinity for one dollar per day per person, and in some cases naming the hotel or streets. These would be the desirable streets and hotels, and in every case no one dollar a day rooms could be had. There are plenty of \$1.00 a day rooms to be had (\$1.00 per day per person)—and also \$9.00, \$10.00 and \$12.00 per week, room and board—but to obtain these it is necessary to be from ten to fifteen minutes' ride distant. There are other points to be considered in favor of our section. The principal ones are freedom from noise and confusion, more favorable restaurant prices and that meals will be served more promptly. We are able to contract with restaurants to furnish our people meals at from sixty to eighty cents a day.

This gives two people the following rates:  
 Room, \$1.00 day each—7 days..... \$14 00  
 Meals, 75c. " " —7 " ..... 10 50

\$24.50

No cost for meals missed,—we are looking out that our patrons are not overcharged, and they will not be.

H. A. LOCKWOOD.

## Baggage for World's Fair Visitors.

GENERAL Passenger Agent De Haven of the Chicago & West Michigan and Detroit, Lansing & Northern railroads has issued a poster to all agents on this subject, which is so well adapted to the situation elsewhere through the country that we publish herewith. Agents should post this up in their offices and

## Seeing is Believing!

Truth Is Stranger Than Fiction!  
 OVER 20,000 CURES. OVER 13,000  
 UNSOLICITED TESTIMONIALS.



## A. S. BRUBAKER, M. D.,

Reader and Expert Diagnostician of *Chronic Diseases* without asking a question.

Catarrh, Kidney Diseases, Rheumatism, Blood Diseases, Diseases of Women, Diseases of Men Specifically and Successfully Treated. Treatment by Mail.

Send for list of questions and copy of Medical Hints free.

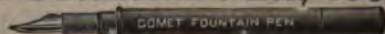
FREE consultation in German and English.

## DR. A. S. BRUBAKER,

Parlors 1-2-3 Fair Bldg, Indianapolis, Ind.

Opposite Union Station.

## FOUNTAIN PEN, 10c.



A splendid writing instrument. Hard Rubber Holder, patent continuous feed, durable goldline pen, perfect finish, writes 10 pages at one filling. To advertise our line of 1000 necessary articles we send sample pen with large catalogue post-paid for 10c., 5 for 50c. BIG BARGAIN VALUE! Catalogue free. B. H. INGERSOLL & BRO. 65 Cortlandt St. N. Y. City.

## SURETY ON BONDS.



BONDSMEN  
 SUPERSEDED.

Those who are required to give Bonds in positions of trust, and who desire to avoid asking friends to become their sureties, or who may wish to relieve friends from further obligations as bondsmen, or those who may desire Bonds and Undertakings required in the Courts, should apply in person or by letter to the

AMERICAN  
 SURETY COMPANY,

160 Broadway, New York.

CASH CAPITAL, \$500,000.

Descriptive Circular on Application.

WANTED.—To know the present address of G. O. Appleby, formerly agent of the Mexican National R'y at Monterey and other points. Any agent who can furnish his address will confer a favor upon  
 M. P. MORRISSEY,  
 T. M. V. T. Ry., Velasco, Tex.



advise their patrons accordingly. The instructions are as follows:

**YOUR BAGGAGE TO WORLD'S FAIR.**

Don't take any.

Use satchels and carry them.

If you must take some baggage, plainly mark with your name and home address in full.

Check it yourself.

Don't allow anyone else to do it.

See for yourself that the number on the duplicate given to you is the same as that on the one strapped to the trunk.

Check it to Chicago.

Don't check it to Exposition grounds or suburban stations.

Keep memorandum of check numbers and initials, with date and point at which they were obtained.

Take the expressman's badge number.

Don't give your checks to transfer agent on train going into Chicago unless he gives you claim check in exchange.

Coming back don't give your baggage to expressman unless he gives you depot claim check in exchange.

If you should get a depot claim check, be sure and get it exchanged at the depot for

your railroad check before you leave Chicago.

GEO. DE HAVEN,

General Passenger Agent.

Chicago & West Michigan R'y.

Detroit, Lansing & Northern R. R.

Are you going to the

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## The Station Agent Locating Bureau.

### ITS OBJECTS ARE:

1. To establish a central headquarters for agents and their friends visiting the World's Fair.
2. To provide desirable accommodations at reasonable rates and conveniently located to direct car lines to the WORLD'S FAIR GROUNDS.
3. To furnish the necessary information to visiting railroad men from a reliable source.
4. To look after mail, telegrams, packages and other important personal matters for our patrons.
5. To make every visiting agent, or his friends whom he may introduce, feel that he is among friends instead of strangers.
6. In a general way to provide a means for all our patrons to avoid the unpleasant features of a trip which they want to make, but which they have good reasons to dread.
7. To contract for desirable rooms and board at the most advantageous rates possible, protecting our

patrons from extortion of all kinds, and giving them the advantages in the way of locations that a stranger could not obtain. Also the advantages of securing their accommodations by correspondence and knowing before they leave home where they are going to stop and how much it is to cost.

Agents will thus have a general headquarters of their own, with reading room, writing material, telegraph facilities, and every other convenience.

The Bureau will be under the management and control of Messrs. Lockwood & Wright, with Mr. Lockwood as resident manager. Mr. H. A. Lockwood was for years joint ticket agent of the L. S. & M. S., C. C. & St. L. and L. E. & W. R'y's, at Sandusky, Ohio. Mr. R. W. Wright is editor and manager of THE STATION AGENT, and Grand Secretary of the Railway Agents' Association of North America.

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**SPECIAL NOTICE.**—In order to satisfactorily establish our Bureau in the confidence of the public, we have decided to **MAKE NO CHARGE FOR OUR SERVICES** during the month of May. After that date the fee will be required. This will not affect our commission to the agent

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*For key see page 8.*



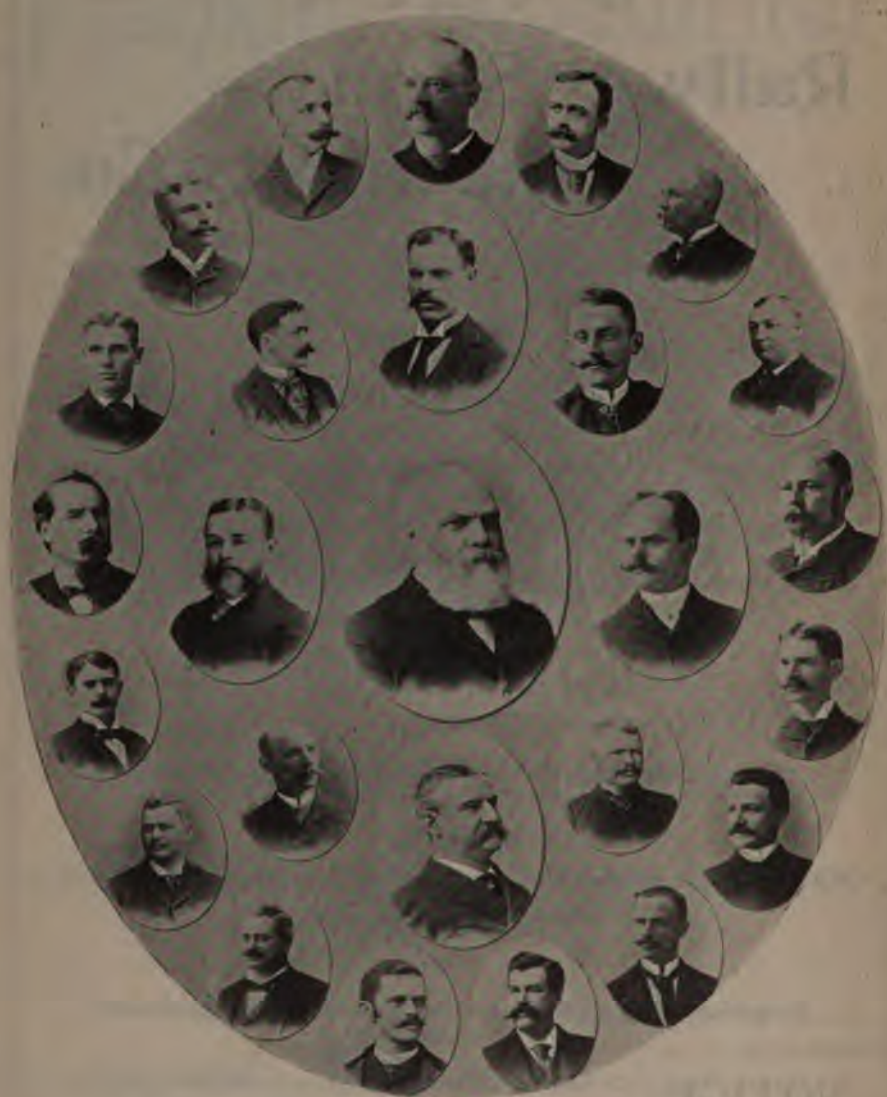
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*For key see page 5.*



# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.*

VOL. IX.

MAY, 1893.

No. 3.

## A SEYCHELLES COCOA-NUT.

I WAS enjoying my manila in Doctor Van den Schoote's smoking-room, after an excellent dinner. He is a singular little man—this doctor! All the world knows the works which have made him famous; but besides this, he is one of the greatest of travelers, and spends three months of each year in running about the globe, returning laden with spoils from strange lands with which to stock the shelves of his cabinets. He is exceedingly proud of his collection of curios, and justly so, for I doubt if such another private collection exists.

Well! I was enjoying my manila, and my eyes, meanwhile, roving idly over the shelves of a cabinet facing me, were suddenly arrested by some object glistening behind the glass, the form of which I could not distinguish through the clouds of smoke. I rose to examine it more closely, and found it to be a sort of flattened sphere divided vertically through half its length, and elaborately lacquered in gold. Its appearance vividly suggested a portion of the female skeleton, cleanly severed from the upper torso and the legs, and smoothly rounded at both extremities. A moment's reflection, however, during which I recalled certain of the doctor's voyages, convinced me that I was looking at a Seychelles cocoa-nut,—Seychelles which bears, in form, such an extraordinary resemblance to a part of the human skeleton, and various examples of which I now remembered to have seen in museums. But this specimen was so unusually large, and suggested our anatomy so much more strongly than any of these others, that I was still puzzling, only half convinced, when the doctor himself approached me,—

"Well," he said, "what do you think of it?"

"A Seychelles cocoa-nut, is it not?" I answered.

"It came from the Seychelles, certainly," replied the doctor, with a strange smile. "Ask Captain Peterseen to tell you its history!"

And turning, this enigmatical doctor left me to my curiosity.

I immediately sought out Peterseen,—a young marine officer in the service of Holland,—who was attached to the Dutch embassy at Paris, and my vis-a-vis this evening at the doctor's dinner-table. To my intense surprise the captain received my request with an air of such marked displeasure, that I felt obliged to justify myself at the expense of our host.

"It is but a poor jest," said Peterseen, somewhat harshly; "the doctor might have spared me! But come," he added, noticing my embarrassment, "I will tell you the story, only let us sit on the divan over in the corner. I do not care to entertain the room:

"I was second officer of his Majesty's frigate, the *Zuyderzee*, about two years ago, when she was stationed off the East Indies, when Doctor Van den Schoote, who had been traveling about that part of the world, obtained a permit to return to Europe on our vessel, and became our guest. I knew him very well; we were old college friends, and I was delighted to have his society during the long voyage.

"Eight days out from Ceylon we were struck by a furious typhoon, which snapped our topmast and carried off our boats, so we were obliged to put in to the Seychelles for repairs, before attempting to cross the Red Sea. We anchored at Mahi, and were detained there five weeks, the advantages for work of this kind not being great at the islands. Van den Schoote and I spent our leisure hours in exploring and shooting, for the doctor is by no means a bad shot, and then the flora of the country offered to him immense attractions.

"It was when away on one of these expeditions which carried us farther than usual inland, that we discovered a pretty little pagoda almost hidden in a thicket of bamboo and mimosa trees. While speculating upon the motive of this isolation, we were confronted by a Brahmin who saluted us courteously and then pointedly offered to show us a safe egress through the formidable growth of cactus





Representatives of the Passenger Department of the Chicago & Alton R. R.

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Canton, Coshocton, Zanesville.....	12 00 AM	7 00 AM
Canton, Coshocton, Zanesville.....	6 30 PM	3 00 PM
Canton-Kent.....	9 35 AM	6 05 PM
Kent.....	9 10 AM	5 45 AM

Suburban trains for Newburg and Bedford leave 6:05, 7:00, 8:55, 11:10 A. M., 1:30, 3:00, 4:55, 6:45, 8:05 P. M. Arrive 6:00, 7:10, 8:10, 9:35, 10:00 A. M., 12:00 M., 1:05, 4:10, 6:30 P. M. Chagrin Falls—trains leave: 6:05, 8:55, 11:10 A. M., 1:30, 4:55 P. M. Sunday only: 5:45 P. M. Arrive 6:00, 7:10, 10:00 A. M., 1:05, 4:10 P. M. Sunday only: 8:10 A. M. Theater train for Chagrin Falls and way stations Monday, Wednesday and Saturday leaves 10:45 P. M.

Trains marked \*daily. All others daily except Sunday.

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Depot Foot of South Water Street.

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	Arrive.	Depart.
Akron & Canton.....	*6 45 PM	*7 15 AM
Akron, Canton & Valley Jt.....	*10 30 AM	*3 15 PM
Valley Jt. & Way Stations.....	16 45 PM	17 15 AM
Akron, Canton & Chicago.....	*8 10 AM	*6 30 PM
Wooster.....	12 40 PM	16 30 PM
Akron, Canton & Marietta.....	12 40 PM	11 00 AM
Akron, Canton & Cambridge.....	16 45 PM	13 15 PM
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1. To establish a central headquarters for agents and their friends visiting the World's Fair.
2. To provide desirable accommodations at reasonable rates and conveniently located to direct car lines to the WORLD'S FAIR GROUNDS.
3. To furnish the necessary information to visiting railroad men from a reliable source.
4. To look after mail, telegrams, packages and other important personal matters for our patrons.
5. To make every visiting agent, or his friends whom he may introduce, feel that he is among friends instead of strangers.
6. In a general way to provide a means for all our patrons to avoid the unpleasant features of a trip which they want to make, but which they have good reasons to dread.
7. To contract for desirable rooms and board at the most advantageous rates possible, protecting our

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*For key see page 8.*



# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.*

VOL. IX.

MAY, 1893.

No. 3.

## A SEYCHELLES COCOA-NUT.

I WAS enjoying my manila in Doctor Van den Schoote's smoking-room, after an excellent dinner. He is a singular little man—this doctor! All the world knows the works which have made him famous; but besides this, he is one of the greatest of travelers, and spends three months of each year in running about the globe, returning laden with spoils from strange lands with which to stock the shelves of his cabinets. He is exceedingly proud of his collection of curios, and justly so, for I doubt if such another private collection exists.

Well! I was enjoying my manila, and my eyes, meanwhile, roving idly over the shelves of a cabinet facing me, were suddenly arrested by some object glistening behind the glass, the form of which I could not distinguish through the clouds of smoke. I rose to examine it more closely, and found it to be a sort of flattened sphere divided vertically through half its length, and elaborately lacquered in gold. Its appearance vividly suggested a portion of the female skeleton, cleanly severed from the upper torso and the legs, and smoothly rounded at both extremities. A moment's reflection, however, during which I recalled certain of the doctor's voyages, convinced me that I was looking at a Seychelles cocoa-nut,—Seychelles which bears, in form, such an extraordinary resemblance to a part of the human skeleton, and various examples of which I now remembered to have seen in museums. But this specimen was so unusually large, and suggested our anatomy so much more strongly than any of these others, that I was still puzzling, only half convinced, when the doctor himself approached me,—

"Well," he said, "what do you think of it?"

"A Seychelles cocoa-nut, is it not?" I answered.

"It came from the Seychelles, certainly," replied the doctor, with a strange smile. "Ask Captain Peterseen to tell you its history!"

And turning, this enigmatical doctor left me to my curiosity.

I immediately sought out Peterseen,—a young marine officer in the service of Holland,—who was attached to the Dutch embassy at Paris, and my vis-a-vis this evening at the doctor's dinner-table. To my intense surprise the captain received my request with an air of such marked displeasure, that I felt obliged to justify myself at the expense of our host.

"It is but a poor jest," said Peterseen, somewhat harshly; "the doctor might have spared me! But come," he added, noticing my embarrassment, "I will tell you the story, only let us sit on the divan over in the corner. I do not care to entertain the room:

"I was second officer of his Majesty's frigate, the Zuyderzee, about two years ago, when she was stationed off the East Indies, when Doctor Van den Schoote, who had been traveling about that part of the world, obtained a permit to return to Europe on our vessel, and became our guest. I knew him very well; we were old college friends, and I was delighted to have his society during the long voyage.

"Eight days out from Ceylon we were struck by a furious typhoon, which snapped our topmast and carried off our boats, so we were obliged to put in to the Seychelles for repairs, before attempting to cross the Red Sea. We anchored at Mahi, and were detained there five weeks, the advantages for work of this kind not being great at the islands. Van den Schoote and I spent our leisure hours in exploring and shooting, for the doctor is by no means a bad shot, and then the flora of the country offered to him immense attractions.

"It was when away on one of these expeditions which carried us farther than usual inland, that we discovered a pretty little pagoda almost hidden in a thicket of bamboo and mimosa trees. While speculating upon the motive of this isolation, we were confronted by a Brahmin who saluted us courteously and then pointedly offered to show us a safe egress through the formidable growth of cactus



which now surrounded us. He was a man still young and handsome, with the distinctive features of his caste, and expressed himself with ease and elegance in English. We mentioned our very natural astonishment at finding a Hindu priest living in retirement on this African island, and he explained to us that he was in exile. Having been compromised in some national disturbance, and further, given offence to the British governor of Hyderabad, he was condemned to transportation to the Seychelles. His complicity was not entirely proven; and for this reason, as well as from fear of exciting the anger of the Hindus, the British official had qualified the terms of this sentence, permitting the priest, Djagamatha, to retain the larger part of his fortune and his household. The Brahmin had availed himself only moderately of this concession, and had established himself on the island with one of his old servants and the youngest Bayadere, Maali, whom, he said, was hardly more than a child.

"In this little temple, remote from the town, he lived the life of a philosopher, cultivating his garden, dreaming of his country, offering prayers to Brahma, striving to attain, through reading and contemplation, to those truths concerning life and eternity which, for so many ages, have remained hidden from the eyes of man.

"We had been walking about the garden as we listened to the Brahmin's story, and several times passed before the door of the pagoda without receiving an invitation to enter. Realizing that this courtesy was not to be extended, we were prepared to take our departure, led by the priest, when the silken curtain hanging before the door of the temple was suddenly pushed aside, and gave passage to the loveliest and most ideal creature that the inspired imagination of a faithful adorer of Vishnu could summon before his eyes.

"Confused by the sight of two strangers, she recovered herself on perceiving Djagamatha beside us, and advanced in our direction. Perhaps my uniform, with its gold lace and buttons, attracted her at first. Certain it is that her eyes sought me out; and, finally, resting in my own, held me chained by their jetty light until I felt myself charmed, fascinated, thrilled by the magnetism of this lovely child,—confused, yes! weak from its forceful power, so that for the instant I leaned for support upon my gun!

"Brief as it was, the Brahmin divined my emotion. His bronze face slowly paled, his sombre eyes gathered fire. With a swift, imperious motion, he pointed toward the pago-

da; and the child, trembling, obeyed him instantly. But as the silken drapery fell from her fingers, she flashed one swift glance into my eyes,—that glance lives always with me!

"Meanwhile, although the priest had apparently regained his self-possession, I saw his right hand trembling beneath the folds of his robes as though clutching at some concealed weapon. He spoke not a syllable; but conducting us through the cactus at the end of the garden, he dismissed us, silently, with a frigid bow. I turned my head once, and saw him standing there—his servant beside him—both dark, emotionless faces studying us silently as if to engrave form and feature forever on their memories.

"'Hum!' said the doctor, 'I should say you had awakened the jealousy of this fiery Hindu! That is the price you pay for your gallant uniform, hey! It is to be hoped he will not try the *kali* on you, my young Adonis, on you or on the pretty child yonder!'

"'What do you mean?' I cried.

"'Never mind!' he replied, shaking his head.

"He would say no more; but his words really troubled me, and that night I scarcely closed my eyes, torturing myself with the recollection of that black look I had surprised on the face of this priest of Brahma, together with those sombre records of crime which enameled the history of the Orient. On the morrow I could no longer contain myself, and, unknown to Van den Schoote, I made my way alone at an early hour to the little pagoda in the thicket of mimosas. I concealed myself among the cactus, my face and hands cruelly scratched by these remorseless guardians of the spot, but repaid a thousandfold for my pain and trouble, when Djagamatha, followed by Maali, appeared at the curtained doorway, and advanced slowly into the garden. They passed backward and forward before my place of concealment the length of the little garden, and each time I felt the nearness of that delicious beauty,—the same charm, the same thrill, which convinced me that my heart recognized and responded to the power of this almost unknown personality. I was really deeply in love and furiously jealous of this Hindu priest who held all that I longed for. If he were only old, wrinkled, incapable of inspiring more than filial tenderness in the heart of this beautiful child at his side! But no! He was young, handsome, ardent, with that delicate yet virile and compelling beauty which is the heritage of the pure-blooded descendant of the Aryan race.



"If I could, at least, understand what they said! But no! Even this was denied me. They were young, gay,—in sympathy,—together!

"I cursed myself for my foolish vanity of the day before. I had doubtless imagined that tender glance! Now they were laughing! Her lovely lips parted over the pearly teeth; she smiled up into his face,—yes, she loved him! I could not doubt it.

"In an excess of rage and despair I forgot prudence and the vital necessity of concealment, and, lifting my arms, I shook them above my head, so that the cactus leaves trembled and rattled noisily. Fortunately, the Brahmin's face was turned away,—he saw nothing,—but Maali swept the hedge with her dark eyes, and involuntarily I thrust my face forward and met her glance. She hesitated the briefest instant,—flushed, paled, smiled,—but at the same time her little hand sought her heart, terror dawned in her eyes, and had she spoken aloud could not have entreated me more plainly to fly from the place.

"Of course I obeyed, for I must confess I feared to again awaken the suspicions of this dark-faced priest, if only for Maali's sake.

"But on the morrow I returned—yes! and the next day, and the next! My reward a glance, a smile,—a flower dropped from little fingers where I could gather it again furtively from my place of concealment. And so many days passed until at last Van den Schoote, whose quick wit had long since divined the motive of my solitary rambles, took it upon himself to reprove my imprudence.

"You are unhappy, my dear fellow, because you love romantically and unwisely and without hope! Now, why not have followed my advice, and kept out of temptation? Still, there is but one cure for a malady like your's. I am your physician, will you put yourself in my hands?"

"Of course I allowed this excellent doctor to influence me, and agreed to follow his prescription. All this was the day before we were to sail. Without vouchsafing any explanation of his plans, the doctor bade me accompany him through the forest, and I found myself on the way to the little cactus-guarded pagoda. At the entrance to the garden we met the Hindu servant, and Van den Schoote, greeting him civilly, bade him announce us to his master. Almost immediately the Brahmin appeared, and advanced slowly to meet us, frowning darkly.

"But the doctor extended a cordial hand, which the other could not refuse, and speaking in English announced our speedy depart-

ure, and requested the privilege of strolling once more through the lovely garden where, he added, he found many plants which interested him greatly in his capacity of botanist.

"With scant grace Djagamatha bade us enter and conducted us through the little pathway between the parterres of flowers, every one of which was now familiar to me. When we were directly opposite the pagoda, the fluttering of a white robe beneath the silken curtains convinced us that Maali was in near concealment, and Van den Schoote, somewhat to the surprise of my dull understanding, broke into Sanscrit; but through his discourse I now caught the words, 'Mahi,' 'Zuyderzee,' and 'Amsterdam,' reiterated times without number, so I easily determined that his conversation related to our departure, and that he spoke in Sanscrit for the benefit of Maali.

"That night he said to me: 'I am to pay a second visit to Djagamatha at sunrise to-morrow. I asked him to give me one of the famous Seychelles cocoa-nuts,—and as I apparently do not impress him as a dangerous animal, like yourself, he invited me to return to-morrow to select a specimen. The fruit does not, however, grow in his garden, not in fact very near his house, but some distance away, close by the shore. Djagamatha and his servant will both accompany me,—he regarded me pointedly;—'we shall be away about two hours.'

"I could have embraced him. I went to my bed, not to sleep, but to dream—of the morrow.

"Van den Schoote left the vessel at break of day. Half an hour later I followed him along that path I knew so well. As my friend had advised me, both the Brahmin and his servant were absent. Maali was alone in the pagoda, but a prisoner! The priest had prudently locked the door. I leapt the hedge,—I stood beneath the window, separated from her only by the thickness of a wall. This was insupportable! I was enraged,—frantic with disappointment, and flinging prudence to the winds, regardless of consequences, forgetful even of the dignity due my epaulets, I threw myself with my whole strength against the door, determined to break through at all hazards. The door itself resisted my efforts, but it seemed to me that I was slipping backward; and, pausing to glance downward, I saw to my joyful surprise that the slab of marble which formed the sill was sliding gently away from the door, leaving an opening which disclosed a flight of steps. In less than an instant I had opened up the passage, descended the steps and found myself in a cellar, dimly lighted by



a flickering lamp, which left the walls in heavy shadows. But I had scarcely time to make even this brief examination when a trap-door was opened from the room above, and—Maali was in my arms!

"What matter that we could not exchange a single spoken word? Love has a language of its own! I could have lingered forever beside her, reading the glances of her eyes,—finding there the answer to all of love's questions,—but at the end of an hour at most, she pointed to a ray of sunlight which had crept the length of the staircase, and I knew that my brief dream of delight was at an end. She fled to the room above,—I to the garden. Not without difficulty I replaced the marble slab, and with one last glance at the lovely, tearful face at the window, I made my way swiftly through the cactus hedge to the forest, my soul torn between joy and sorrow.

"Van den Schoote returned to the ship about an hour later, and with his usual tact discreetly forbore to question me concerning the manner in which I had profited by his suggestions. He told me that he had selected a magnificent specimen of the cocoa-nut, and that Djagamatha had offered to send it down to the vessel before the hour of embarkation.

"On the following morning I stood on the forward deck giving some orders. A small native craft came alongside bearing the Brahmin's Hindu servant, with two cocoa-nuts, one for the doctor,—'the other,' explained the Hindu, 'my master sends to Captain Petersen, as a souvenir of his visit to the temple.'

"I was somewhat astonished at this courtesy from the Brahmin, which, I confess, I had no right to expect, and Van den Schoote appeared also surprised, and, I thought, a trifle annoyed on comparing the two specimens, and finding mine to be much the larger and handsomer fruit.

"That evening, in my cabin, we set about the task of opening the nuts, beginning with the doctor's, and finding his case of surgical instruments very useful in the operation. It was, after all, a handsome specimen; and when it was emptied, scraped, and polished internally and externally, the doctor placed it, with an air of pride, in a satchel containing many other curios. It was now the turn of mine. In lifting it to the table I was surprised at the softness of the lower end. I dropped it on the board, and it fell with a dull, heavy thud, quite unlike the sound made by the other nut on striking the table.

"'This is most singular,' observed the doctor, gravely, and, picking up his knife, he

plunged it into the upper end of the cocoa-nut, where the shell is most easily penetrated. But instead of meeting with the slightest resistance, the lancet sank into the fruit to the hilt, and when Van den Schoote, surprised and startled, withdrew the blade, it was followed by a *spurt of blood*, which gushed over the table, spattering our clothing, and trickling in heavy drops to the cabin floor.

"We stared at each other with blanched faces, and weak from horror I sank down on the settee by the table. But Van den Schoote, recovering his extraordinary self-control, almost immediately, turned to his case of instruments, selected a strong scalpel, and began calmly to dissect the object before him. I watched him in stupefied silence, not knowing what to think of this most singular circumstance, not even daring to question my friend.

"After several moments of painful silence, during which the doctor worked assiduously, his head bent over the table, he turned to me and said in the same cold, practical tone he would have employed during a clinic at the medical college.

"'My dear captain, we have before us a most remarkable instance of the process of mummification. What we have mistaken for a Seychelles cocoa-nut is nothing more nor less than a part of the body of a woman, divided from the legs below; and again, from the rest of the body, in the region of the first lumbar vertebra. Our error is excusable, from the fact that the preparation of this human fragment is exceptionally remarkable. The skin has been stained, dried, drawn tightly over the extremities, and stretched with such scrupulous care that even now I can hardly distinguish the line where the edges join, and I cannot discover the stitches at all. Moreover the operator has rounded both extremities in exact imitation of the form of the cocoa-nut. The man who has done this deed is a master of his art. The more skillful, since beneath this dried skin the blood-vessels, nerves and organs are in almost the same condition as during life, even the blood itself, thanks to some process unknown to European science, has preserved both its color and consistency. See for yourself,'—and the merciless scientist, tracing a line with his scalpel, inflicted a deep gash in the side of the object before him, and exposed to view a portion of fresh, rose-tinted flesh, the sight of which wrung a cry of horror from my lips. Even Van den Schoote shuddered at this confirmation of his theories. There was something so awful, so mysterious, so *unhuman* about this whole affair that even the skeptical



man of science recoiled before its revolting details. But suddenly he clapped his hand to his forehead, and then, dropping to his knees, began groping among the rejected fragments of his cocoa-nut which were scattered about the floor.

"I thought so!" he muttered, rising to his feet, and I saw he held a little roll of something which looked like vegetable matter, and clinging, apparently attached, to a portion of the kernel, but which we subsequently determined had been skilfully introduced into the nut through one of the three fine openings which pierce the base of the shell. Attaching I knew not what fearful import to his discovery, I snatched the little scroll from his fingers, and it unrolled easily in my hands, proving to contain a piece of very thin parchment covered with closely written characters which were, alas! utterly illegible to me. In despair I permitted Van den Schoote to take the manuscript from me. He glanced it over swiftly.

"Have courage, my dear fellow,—and listen quietly! Alas! I was not far wrong in warning you of the *kali* at the hands of this Hindu priest, but his vengeance has fallen on *her*! This writing is in Sanscrit, from the pen of Djagamatha,—listen:

"Oh, wise stranger! Thy friend has ventured to destroy that little portion of happiness which was all I claimed on earth. He has taken from me the hope of years. In return I shall bestow upon him an endless remorse! The child you saw beside me in my temple I have educated for the service of Brahma. From the hour of her birth until the cursed day when you intruded upon my solitude, her spiritual education, inspired by the God of my religion, has been my ceaseless care. I intended to obtain through her purity the salvation of her sex, long judged by Brahma unworthy of redemption. To thy friend I owe utter failure! The soul, clogged by the fetters of a material affection, can never enter into that divine contemplation which alone secures to it everlasting peace! Last night, aided by Brahma, I compelled a blending of our spirits, and unconsciously, she confessed to me the visit of the European and the love with which he had inspired her,—that grosser love which has forever destroyed the spiritual marriage of our souls. That would have obtained the last incarnation of Vishnu, on which the salvation of the whole world depends! At least, I have saved her from further degradation. Those words were her last. I send thy friend the body,—that which he desired. For myself,—I claim the soul!"

"I could endure nothing more. The last awful words had scarcely passed my friend's lips when I fell in a swoon on the floor of the cabin.

"The subject was never again mentioned between Van den Schoote and myself. Several

days after, when I was able to appear on deck, one of the officers told me, grumblingly, that the doctor, not wanting it himself, had thrown overboard one of those rare cocoa-nuts from the Seychelles. I concluded, therefore, that the remains of poor Maali lay beneath the waves of the Red Sea.

"To-night when I entered the smoking-room, I found the doctor alone for a moment. He was standing by the cabinet,—

"Come here, captain," he said, taking something from the shelf, 'Do you recognize this? I sent it to Japan to be lacquered.'

"Yes. It is your Seychelles cocoa-nut."

"No!" he replied,—"It is your's!"

#### Authority of Station Agents.

THE extent to which the agents of the railroad companies may exercise discretion in the removal from station buildings or to require the use of a designated portion of the building by persons who for any reason may be deemed objectionable to the general public, has been for years a matter of dispute, but is now making some progress toward solution at the hands of the courts in the cases which are being brought up in the south in connection with the color line. The Supreme Court of South Carolina in a decision recently handed down, holds that the action of a station agent in assigning one room for white passengers and another for colored, and requiring them to occupy such rooms, was justified so long as substantially equal accommodations were furnished for both classes. And concerning the authority of station agents, the court incidentally stated that they have the power, as incident to the office, to make reasonable regulations as to the conduct of business at their depot, and cited in support of the statement, a Massachusetts decision to the effect that when a person is appointed to take charge of a depot and manage its concerns it is incident to his authority to exclude or direct the exclusion of persons who persist in violating the reasonable regulations prescribed. Outside of our large cities it is not unusual to find it necessary for a person to make a choice between remaining outside of the station exposed to the weather or endure the abominations of filth and its accompanying odors incident to the occupancy of the room by objectionable characters. It would seem that in such cases the agent should be made to both understand and exercise his powers and duties in this regard.—*Railway Review*.



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*For key see page 8.*



# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and  
Ticket Agents and the Railway Service in General.*

VOL. IX.

MAY, 1893.

No. 3.

## A SEYCHELLES COCOA-NUT.

I WAS enjoying my manila in Doctor Van den Schoote's smoking-room, after an excellent dinner. He is a singular little man—this doctor! All the world knows the works which have made him famous; but besides this, he is one of the greatest of travelers, and spends three months of each year in running about the globe, returning laden with spoils from strange lands with which to stock the shelves of his cabinets. He is exceedingly proud of his collection of curios, and justly so, for I doubt if such another private collection exists.

Well! I was enjoying my manila, and my eyes, meanwhile, roving idly over the shelves of a cabinet facing me, were suddenly arrested by some object glistening behind the glass, the form of which I could not distinguish through the clouds of smoke. I rose to examine it more closely, and found it to be a sort of flattened sphere divided vertically through half its length, and elaborately lacquered in gold. Its appearance vividly suggested a portion of the female skeleton, cleanly severed from the upper torso and the legs, and smoothly rounded at both extremities. A moment's reflection, however, during which I recalled certain of the doctor's voyages, convinced me that I was looking at a Seychelles cocoa-nut,—Seychelles which bears, in form, such an extraordinary resemblance to a part of the human skeleton, and various examples of which I now remembered to have seen in museums. But this specimen was so unusually large, and suggested our anatomy so much more strongly than any of these others, that I was still puzzling, only half convinced, when the doctor himself approached me,—

"Well," he said, "what do you think of it?"

"A Seychelles cocoa-nut, is it not?" I answered.

"It came from the Seychelles, certainly," replied the doctor, with a strange smile. "Ask Captain Peterseen to tell you its history!"

And turning, this enigmatical doctor left me to my curiosity.

I immediately sought out Peterseen,—a young marine officer in the service of Holland,—who was attached to the Dutch embassy at Paris, and my vis-a-vis this evening at the doctor's dinner-table. To my intense surprise the captain received my request with an air of such marked displeasure, that I felt obliged to justify myself at the expense of our host.

"It is but a poor jest," said Peterseen, somewhat harshly; "the doctor might have spared me! But come," he added, noticing my embarrassment, "I will tell you the story, only let us sit on the divan over in the corner. I do not care to entertain the room:

"I was second officer of his Majesty's frigate, the Zuyderzee, about two years ago, when she was stationed off the East Indies, when Doctor Van den Schoote, who had been traveling about that part of the world, obtained a permit to return to Europe on our vessel, and became our guest. I knew him very well; we were old college friends, and I was delighted to have his society during the long voyage.

"Eight days out from Ceylon we were struck by a furious typhoon, which snapped our topmast and carried off our boats, so we were obliged to put in to the Seychelles for repairs, before attempting to cross the Red Sea. We anchored at Mahi, and were detained there five weeks, the advantages for work of this kind not being great at the islands. Van den Schoote and I spent our leisure hours in exploring and shooting, for the doctor is by no means a bad shot, and then the flora of the country offered to him immense attractions.

"It was when away on one of these expeditions which carried us farther than usual inland, that we discovered a pretty little pagoda almost hidden in a thicket of bamboo and mimosa trees. While speculating upon the motive of this isolation, we were confronted by a Brahmin who saluted us courteously and then pointedly offered to show us a safe egress through the formidable growth of cactus



faction of a claim for damages for expulsion from the train of the connecting road.—[Sup. Ct. Ind. Louisville, N. A. & C. R. Co. vs. Conrad. 52 Am. & Eng. R. Cas. 340.]

**FAILURE TO LISTEN FOR APPROACHING TRAIN—KNOWLEDGE THAT TRAIN IS DUE.**—One who permits himself to be carried upon a railroad crossing in a carryall filled with persons singing and shouting so as to prevent listening for an approaching train, at a point where the view is obstructed, is guilty of negligence which will preclude his recovery for injuries from a collision with a train, where he knew that the train was due but a few minutes if at all, before his arrival at the crossing.—[Sup. Ct. N. Y. Koehler vs. Rochester & L. O. R. Co. 21 N. Y. Supp. 844.]

**CROSSING TRACK AT STATION—CONTRIBUTORY NEGLIGENCE—RULE OF COMPANY REQUIRING APPROACHING TRAIN TO STOP.**—After a passenger had boarded an outgoing train he returned to the station without notifying the trainmen. As the train was starting he ran from the station to catch it, without looking or heeding the warning of persons on the platform, and was killed while crossing the track in front of an approaching train. Held, that his contributory negligence precluded a recovery for his death.

Although a passenger about to board an outgoing train at a station is acquainted with a rule of the company providing that when a train is standing at a station an approaching train shall stop and allow such standing train to clear the station before proceeding, and relies upon the observance of such rule by the company's employees, this does not absolve him from the duty of exercising ordinary care for his own protection in crossing the track at the station.—[Sup. Ct. R. I. Chaffee vs. Old Colony R. Co. 52 Am. & Eng. R. Cas. 366.]

**TICKET PROVIDING FOR CONTINUOUS RIDE—DELAY—ASSAULT BY GATEKEEPER.**—The plaintiff purchased of the defendant at Pittsburgh a limited ticket good for a continuous ride from Pittsburgh to Washington over a particular route and on a particular train. After he had purchased the ticket plaintiff was informed by the defendant's agent that the regular train had gone, but that they had prepared a special train to take passengers who were left. He was then put upon the special train for Harrisburgh, the assurance being that the regular train would be overtaken at that place. When the special train reached Harrisburgh the regular train had left and plaintiff remained there several hours waiting for the next train for Baltimore; he was then

taken by the defendant's employees to the train for Baltimore and the conductor of that train was informed that the passengers who came on the special train had missed the regular train and their tickets were accepted for Baltimore. Upon arriving at Baltimore they made no connection and the plaintiff was told that he would have to wait two or three hours before he could get a train to Washington. He waited and was finally informed that the train was ready to go to Washington and took his ticket and offered to go to the train that he was informed was the Washington train. The gatekeeper refused to allow him to go through, informing him that his ticket was no good. Upon the plaintiff's insisting upon taking the train the gatekeeper, as plaintiff alleges, assaulted him by pushing him violently back. It appeared that under the rules governing the gatekeeper he was not authorized to permit anyone to pass through the gate for the train in question upon such a ticket as the plaintiff possessed. In an action for damages on account of such assault held that the plaintiff had a right to take that train for Washington and to go through the gate to reach such train, and that the gatekeeper had no right to enforce the regulation in question against the plaintiff; accordingly the plaintiff is liable, since it was its duty to inform the officers and employees at Baltimore of the rights and status of the plaintiff.—[Sup. Ct. D. C. Watkins vs. Pennsylvania R. Co., 52 Am. & Eng. R. Cas. 159.]

**RAILWAY COMPANY BLACKLISTING EMPLOYEE—PRIVILEGED COMMUNICATION—MALICE.**—A publication by a railroad company of a list of employees discharged for cause, which is used to prevent unsuitable men being re-employed on other parts of the road, is a privileged communication, and though a person is named therein as discharged for incompetency, whereas in fact he voluntarily left the company's employment, he cannot recover damages unless express malice be shown.

Where plaintiff, a brakeman, thus wrongfully included in the list, went to the company's train master who had hired him and called his attention to the injustice done him by the publication, and the train master after investigation gave him a written statement that he had not been discharged for incompetency but had left the service of his own volition, and after this the company reissued the publication in which his name appeared as before, a verdict finding malice and awarding damages will not be disturbed.—[Ct. Civ. Ap. Tex. Missouri Pac. R. Co. vs. Behee. 9 N. Y. L. Jour. 90.]



## RARELY METWITH'S BUDGET.

PHILADELPHIA'S MATTERS AND CURRENT  
EVENTS TREATED IN OUR FUNNY MAN'S  
BEST STYLE—THE CHAMPION PIE  
—A TALK ON FOREIGN  
RAILROADING.

POSSIBLY it may be because some of us are growing old, that Time now-a-days seems to rush by with so much greater rapidity than it did in our youthful days. But to those of us who are as young in heart and brain, in thoughts and feelings, as we ever were, it is very evident that Time has really abandoned the ancient slowness of swift-winged flight and has taken unto itself the spirit and the action of this Age of Electricity, and is actually keeping up with the period in the manner and the quickness of its passage. I am prompted to these remarks by the fact that we have, almost in a breath, passed from January to April. Before the brilliance of the Quaker City Association's January dinner had begun to even dim we have been plunged into the rollicking vortex of its April hilarity. And, I wonder, after the fast and furious merriment of this April 21st meeting, shall we ever get straight faced again? And yet, too, it was an evening of woe for some of those present. The air was heavily charged with good-humored raillery and no one was safe from its flashing darts. As usual, and more especially on account of the near approach of his nuptials, Major Little was the worst, as well as the best, abused man in the party.

After a lively and refreshing shower of April's characteristic rain on the outside of the Colonnade Hotel, Jack Rogers was gagged and the meeting came to order on the inside. President Cadwallader and Secretary Morrison had the business well in hand and it was soon pushed through. The membership of the Association was found to have reached its limit, one hundred—Mr. William Hammersley, the polished, proficient and prepossessing chief clerk to General Agent Lotta at Broad Street Station, being the "Hundredth Man," and entitled to the designation of "The Centennial Member." Some men are born a hundred, others live to grow to it, and still again others reach it by coming in after ninety-nine have gone ahead. The following named gentlemen were elected honorary members of the Association: E. S. Stuart, Mayor of Philadelphia; Geo. W. Childs; A. J. Drexel; John Wanamaker; Robert C. Ogden; E. H. Williams and W. W. Foulkrod. And among others the following gentlemen

were proposed for honorary membership: J. R. Wood, Geo. W. Boyd, and W. J. Latta, of the Pennsylvania railroad; C. G. Hancock, of the Reading Road; C. O. Scull, of the Baltimore & Ohio, and Chas. S. Fee, of the Northern Pacific. These representative men, distinguished each in his particular line, give character and standing to the Association now, as they have given encouragement and help to it and its kindred organization, the I. A. T. A., in the past. And with the friendly endorsement of such able and influential citizens the Quaker City Association feels that it can go before the country confident of a hearty and generous approbation.

When the business details of the meeting were concluded the Entertainment Committee took charge of matters for the rest of the evening, with Mr. Elwood Ramsey in the chair. And as soon as this well-known Locomotive coupled up, the steam commenced to rise and the train of mirth started off with a whizz. Mr. Ramsey announced that it would be an evening of surprises, and, true to the month, it *was* an evening of surprises. No one could tell whether the next occurrence would be a shower or a sunstroke. Billy Raynor had secured the gratuitous services of the Ziska Male Quartette, viz., John S. Carter, 1st Tenor; William Raynor, 2d Tenor; Alvin Hunsicker, Baritone, and Harry S. Furness, Bass, and this delightfully excellent quartette begun the entertainment by spreading over the members a deliciously exquisite perfume with the pretty little song of "The Two Roses." The gentlemen sung with much life and expression and showed from the start that they were masters of time and tune. And indeed it was the general verdict that Raynor sung even better than he ate. Mr. Ramsey then took the dangerous risk of calling on "Rarely Metwith" for a few remarks. Like the man who took a ten dollar chance in a lottery and drew a blank, he is sorry now he did it. So is "Rarely." Amid a storm of suggestions, criticisms, badinage, harmful advice and discouraging remarks, "Rarely" fought his way through in some such words as these:

"It is a very nice thing for Mr. Ramsey to sit up there like a comfortable judge and pronounce sentence upon a poor friendless and speechless devil like myself. And it is a very nice thing for the rest of you like a vast and vigorous jury to applaud his finding. But how about the victim? How do you think it is with me, who stand here myself tongue-tied, and my counsel detained outside holding my horses so that Wash. Hambright and the other councilmen can't steal them? Here I am



called on to say something when I don't know a thing to say, and haven't any words to say it in. And you all understand how it is that the less a man knows the more talking it takes to conceal the fact. But I know this: Out here at 58th Street Station on the P. W. & B. Road is a sign board reading "PRESBYTERIAN WIDOWS' HOME," and at the end of the wording is the representation of a hand with the index finger pointing straight up. And that's how I know that Bob Beatty will never be a Presbyterian widow. It is the fashion of mankind to strive hardest and most persistently to do that which they are the least able and the least fitted to do. With the majority of us it is always the same old thing of reaching out after the unattainable. And so it is with me. Now, I have a pretty good voice to scale fish with, or to open canned tomatoes with, or to burn paint off a door with, or to throw a street car off the track with, or to dig a grave with; but for singing, I know very well, and so will you directly, I haven't any voice at all. Nevertheless, I am going to sing to you. And if I can get you so enraged over the words of the song as to render you oblivious to the tune I think I shall make a good escape." And then, pitching the tune four octaves too high, he sung, or did something with his voice he called singing, the following words to the air of "The Wearing of the Green." (This song is printed here only at the urgent and prayerful solicitation of Mark McGrillis, who was detained at home winding up his nine raffle-won clocks and did not get to the meeting. The words are given here and the tune will be securely tied up in a two-pound paper bag and mailed to anyone who will send a 9-cent stamp and a lock of their hair to Harry Martin, and indemnify him against all prosecution).

Oh, Q. C. boys, and have you heard the news that's going 'round?  
Jack Rogers in a pawn-shop was one day last week sore found.  
He'd been pledged there by a widow who thus sought to raise the price  
Of a comforting four-cornered little ten-pound lump of ice,  
And which she said she wanted, with pride her bosom swellin',  
To cool the red interior of Cardeza's watermelon.

## CHORUS:

Oh, I met with Billy Conard and he gave me a cigar  
And the blamed thing burst and blew me ten times higher than a star.  
Oh, Billy, just how could you treat a mortal man so mean  
And start him off, as you did me, a swearing fairly green.  
Then there's rippling Major Little going to cease his bachelor strife

And lavish his affections on a charming little wife.  
And they say that when the time comes all the boys will stand close by  
And after him for good luck each will hurl a fresh-baked pie.  
But as Murray here can't throw straight on account of rheumatis  
He's going to load a cannon and then let her go gee whizz!

## CHORUS:

Oh, I met with Billy Raynor, who had just devoured an ox,  
And who yet was strangely empty from his hat down to his socks,  
For the more he eats it seemeth he more he doth grow lean,  
And the more his boarding mistress keeps a swearing fairly green.

As for Ramsey and Bob Beatty, Mark McGrillis and that clan,  
With Bob Smith and Ed Wallace, they are figuring out a plan  
For to steal the blood red whiskers from Fine Cut Price's chin  
And a wig for bald Sam Hutchinson to somehow work them in.  
Though our friend the great inventor, Appleby from Delaware,  
Says he always finds a derrick's best to "raise" a head of hair.

## CHORUS:

Oh, I'm Metwith—Rarely Metwith—and I really think it best  
That I should cease my warbling and give you all a rest,  
For if I do not soon stop and vanish from the scene  
I'll have you all, I'm pretty sure, a swearing fairly green.

Even though "Rarely" had attempted to prepare the assembly for the horrible torture of voice and tune which he knew he would subject them to, it was much worse than they expected, so that at its conclusion there was not enough vitality left in the party to kill him. But finally there was a slight revival, and Billy Conard lassoed him with a piece of pink string, Billy Raynor knocked him down with a violet, Major Little chloroformed him with a drop of peppermint, Charlie Murray stabbed him with a wet sponge, and Bob Beatty picked him up in an orange spoon and carried him out and fed him to Joe Cardeza's poll-parrot—the parrot being very fond of something green.

Next in order came the Ziska Male Quartette, who, with direct reference to Major Little's state of feelings, sung with much spirit the jolly song, "Oh, My! How I Love You," and sung it so well that Harry Martin took from his pocket a photograph of a lovely young woman and rapturously shook hands with it. Mr. Ramsey then called up Mr. S. H. Wallace to tell the company something of his recent trip to the Pacific Coast. This Mr. Wallace did in a very pleasing and able man-



ner. I shall not try to repeat here the story of his trip, as he proposes to write it out himself for publication in *THE STATION AGENT*, and I know that his clever pen will fashion it forth in a very attractive and instructive garb. He went west by the Santa Fe Route, making his first stop at Albuquerque, New Mexico, and learned there the surprising fact that, according to the official records of the town, the sun had shone there on every day for the past seven years. Just think of 2555 days of sunshine! They had had rain there in that time, of course, rain at night and oftentimes showers during the day; but the sun had shone some part of every one of the 2555 days, and in the majority of cases probably the whole of them. What an excellent location for a photographer! Or for our haymaking friend, Charlie Murray! He went on then to Los Angeles and San Francisco, touching en route San Bernardino, Riverside, Redlands, Pasadena, San Diego, Coronado Beach, Santa Barbara, and a number of other places. Although it was March he found the thermometer registering 81° at San Diego. The cable system of street car lines in San Francisco, carrying cars up and down streets of almost perpendicular declivities, was a source of wonder to him, and the comparison of that cable system with ours of Philadelphia was such as should cause the latter to close its slot with shame. While traveling between Sangus and San Bernardino Mr. Wallace had the unusual and highly exciting experience of witnessing from the windows of the moving train quite an extensive earthquake. There was no jar or shaking felt on the train, nor any sound heard, but just as the train passed Sangus the chimney on the station was seen to topple over and go through the roof, as Mr. Wallace expressed it, probably to interview the agent on the matter of World's Fair tickets, or perhaps to see when he'd send along his next draft, or, again, possibly to secure a little material for a good smoke. Why the chimney fell—that is to say, what caused it to fall, was a mystery to those on board the train, but directly they noticed just across the river from the roadbed, a distance maybe of 400 or 500 feet, the high banks sinking and crumbling down upon the river's beach for a long ways both behind and ahead of them, and great clouds of dust rising in the air. It then became plain to them that an earthquake was taking place before their very eyes, and yet leaving them totally undisturbed. It was indeed a novel and thrilling sight.

One very interesting circumstance about San Bernardino is connected with its first settlement, and as told by Mr. Wallace runs about

like this. When Brigham Young was in the zenith of his power and sending out bodies of Mormons to make settlements in different parts of the far west, he started off one party in the direction of the coast and in a certain line of longitude, and told them to go forward until they saw in the mountains ahead of them an Arrow Head, and that that would be a sign from God to make a settlement there. They followed his directions, finally actually saw the Arrow Head, made the settlement, and that settlement is the San Bernardino of to-day. The Arrow Head, which seems to be some peculiar formation of stone or mineral, is 360 feet long and stands out boldly in view with the most distinct outlines, and is one of the wonderful sights still to be seen from San Bernardino. Brigham Young, the crafty and tricky old hypocrite that he was, had in some way learned that this Arrow Head existed as described, and made use of his knowledge to delude his trusting followers into the belief that he had a divine revelation in regard to it. Mr. Wallace's twenty minutes of talking was thickly crowded with such entertaining incidents and facts as these, and the entire picture of his trip was beautifully and fragrantly bordered with descriptions of the orange and magnolia groves of California, rich in foliage and flower and ripening and glowing in the warm, soft climate of that summer-land of enchantment.

Mr. Ramsey now opened his throttle again and said that as the members had heard from the ticket agent of the Pennsylvania's largest ticket office it was only fitting that they should in turn hear from the ticket agent of the Reading's largest ticket office, and he summoned Billy Conard to man the window and sell for the "Limited." After assuring Mr. Wallace that he was not at all to blame for what he was about to do, Mr. Conard proceeded in these words: "My dear Wallace, the Q. C. A. boys well know that your long journeys to and from St. Louis in behalf of the I. A. T. A. interests, and your more recent trip to the Pacific coast, must necessarily have been pretty wearing on your baggage, notwithstanding the gentle attention given it by our proverbial tender-handed baggage masters, and hoping and believing that you still have many years before you for frequent future travels, desire to show their friendly anticipation of your needs in presenting you with this alligator satchel. They are glad to be able to say positively that it is the kind of 'grip' everyone wants," and this brought in the first surprise. Mr. Wallace was taken completely unawares, but thanked the boys very heartily for the remem-



brance and Mr. Conard for his kind words. The satchel is a splendid one in make and roomy in size, and has a silver tag with his name and address engraved upon it, buckled to the handle.

A very difficult violin solo was then ably and dexterously rendered by Elwood Ramsey, Jr., the fourteen-year-old son of Locomotive Ramsey. This young man is certainly a wonder with the fiddle and the bow. He played with astonishing skill and ease and added a pleasing variety to the evening's entertainment. If there is anything in having an energetic and pushing father, Elwood Ramsey, Jr., will one day be a second Paginini.

At this juncture "Rarely Metwith," who, at the first bite, had disagreed with and been rejected by the parrot, succeeded in getting into the room again, and made a desperate effort to usurp Ramsey's place at the throttle. After a rather severe struggle amid cries of "Open the window and let him blow out," "Cut his suspenders and see him hit the ceiling," "Smother him with a cob-web," etc., etc., they finally consented to hear what he had to say. Whereupon he took out his tongue, carefully wiped it off, sprinkled a little sugar over it, adjusted it in place again and thus spoke: "Bravery in a man is an admirable thing. And he who faces death at the cannon's mouth, or who imperils his safety in any circumstance of life, is ranked a hero and wins our applause. But when we find one among us gifted with that courage to dare even greater and more hazardous things than the soldier or the sailor, but who being a soldier marches like a soldier into the alarming jaws of danger, we feel irresistibly impelled to exalt him above all others and to make ourselves hoarse with our hearty huzzas and our cries of 'Bravo! bravo!' It is the usual good fortune of the Quaker City Association to have in its membership, and present here with us to-night, a gentleman and a soldier who is about to display a valor which will stand the world aghast at his boldness and lift his friends to the topmost height of fond and loyal enthusiasm. The gentleman in question, with heroic fearlessness, is about to venture upon matrimony. He is, I assure you, going to get married. And while the Quaker City Association will, and does, lustily cheer him on in his intrepid undertaking, it believes in something more than mere words to encourage and sustain a man in such a trying and appalling adventure. So it is that it cast about and finally secured an article which it believes to be the very soul of inspiration, the apotheosis of fortitude, and the guarantee

of success. It is over and beyond everything else the one thing to steady a man's nerves, make firm his muscles, strengthen his stamina and spur him on to victory. It is the greatest and grandest upholding and propelling force in the whole round of nature, and, furthermore, it is a marked and particular favorite with the gentleman himself. And in the name of and on behalf of the Quaker City Association, I now present to our distinguished and beloved comrade, Major Little, on the eve of his marriage, as a stimulus and a support through the perilous ordeal, this magnificent and massive and picturesque and powerful pie." And this was surprise No. 2.

As "Rarely" finished speaking an immense pie was borne in by stalwart Bob Beatty and handed to the Major; and the Major was cheered to the echo, and then cheered again. Compliments, congratulations and words of incitement were whispered and sung and roared at him until his ears wouldn't hold any more, and indeed the applause went on even then with such vigor that the gas got light-headed, said it wouldn't stay in the room and threatened to go out; but it was fully twenty minutes before the last man fell down exhausted. It was certainly a noble pie. It was quite a number of inches thick, so many feet in diameter that it took Joe Cardeza just thirteen minutes to walk around it by Mark McGrillis' entire nine clocks. It had been nicely erected on an ornamental wooden stand, and placed in the center of it was a white paper tent lettered "Camp Little," while standing around the edge was a circle of brilliantly uniformed paper soldiers. The Major was dumfounded and could only look his thanks; he promised to speak them later on. It was such a jolly incident that Ed. Wallace took pity on Jack Rogers and ungagged him for a few moments in order that he might the more fully enter into the fun. After which he was regagged and set up on the mantle piece again to draw the flies away from Billy Raynor when he sung. And just then he did sing, along with the other members of the quartette, the amusing song "Beware!" and which was also aimed at Major Little as being applicable to him in view of his early taking off. After the song, Mr. Ramsey tried the water in his boiler and finding enough there to keep off an explosion for thirty minutes, invited Harry Ketcham to make the boys envious by relating to them something about his memorable trip abroad. In an easy, conversational way Mr. Ketcham gave a number of his experiences, all of which proved to be exceedingly interesting, entertaining, instructive and amusing



in turn. Although he yielded up a goodly ransom to the ocean's demand he succeeded in getting enough of himself across to present a pretty fair showing of an American citizen when he reached the other side. He proceeded direct to London and reaching his hotel late he went immediately to bed, leaving word at the office to call him at eleven o'clock the next morning. Of course, he had often heard of the London fogs and had some idea of a fog, but after a good sound sleep he woke up and wondering what time it was, sprung out of bed and looked out the window to find it pitch dark outside and all the street lamps lighted as well as those in neighboring stores and houses. He consulted his watch and it advised him that it was twenty minutes past ten. He concluded at once that he had slept clear through the day and into the second night, and in no very peaceable frame of mind he touched the button and rang for a bell boy to learn why he hadn't been called in the morning as requested. In a moment or two the door opened and in walked a trim and tidy little chambermaid. The way in which he gathered his chamber robe about him, bounced into bed and drew the covers up to his chin would have done credit to a streak of lightning. After he got sufficiently composed to speak without biting off the end of his tongue, he asked her how it was he hadn't been called as requested. She asked when he wanted to be called. He told her at eleven o'clock in the morning and here it was half past ten at night. "Why, Lor' bless you, sir," she said, "it isn't night. It is only half past ten of the morning." "Well, look how dark it is outside and all the lights going; what does that mean?" he asked. And she said: "Indeed, and it's easy to see you're from abroad, sir. Why, that's the fog!" And sure enough it was; but the blackest night America ever saw is not darker than London's mid-day fogs. He soon got used to the chambermaids, as they have no bell boys or porters at the hotels to answer room calls at all.

He, Ketcham, told a host of incidents of his trip through the different countries and some of the funny adventures he had with the French and German train people and train customs. At Antwerp, for instance, his train arrived at 10:15 of a certain morning, but they would not allow him to alight from his compartment for nearly an hour afterwards, keeping him aboard until the train had shifted and set and reset a number of times. When he did manage to get out he hired a carriage by the hour to take him about the town and when he came to settle

with the driver he charged him with three hours' service. As he had had the carriage but two hours he disputed the charge and could not understand how the man could make it three hours. After a long discussion and interchange of languages he finally understood that the man was charging him from the time the train first pulled into the station and wanted to make him pay carriage hire for that hour that they were shifting him about the yard. He thinks the women of some of the countries he passed through have a great "pull." At all events, time and time again he saw women harnessed up with a mule or a dog pulling boats along the canals. He did not attempt to go into details regarding his five days of delirium in Paris. But he did say that he found on all the boulevards there that the night was as light and bright as the day, the lamp and electric light posts being not more than twenty feet apart, so that a man need never want for a means of lighting his cigar. While traveling on one of the railroads in France he had been given, on account of his position with the Great Eastern road, the exclusive use of a compartment in one of the cars, but it had not been made plain to the guards, as the trainmen are called, and at a number of stations he was accosted with the demand of "Supplementaire! Supplementaire!" This was so much Choctaw to him, but after a while he understood that they wanted an additional payment for his occupying the compartment alone. He made a vigorous explanation of the matter and by exhibiting his annual pass eventually made them comprehend the situation. Then they shrugged up their shoulders, spread out their arms, bowed low, smiled and softly exclaimed, "Merci! Merci!" and that tangled him up again. As they spoke it, the word did not sound just as it would if he spoke it himself or just as it looks in print, and as he had been smoking in his compartment and littered the floor up quite a good deal with cigar ashes, he concluded they referred to that circumstance and in a good natured acknowledgment of his fault answered them: "Well, you're about right, boys; it is pretty dirty." When the train started off again he consulted a little phrase book someone had given him as a charm to keep off hydrophobia. And found that "merci" meant "Thank you." And then he rewarded himself with a refreshing libation for making such rapid progress in the languages. He said that these railroads abroad uniform all their employees in such a military way that at first blush an American naturally thinks they have all the soldiers in the country



working on the railroads. And while the construction and maintenance of the roadbeds over there, on the smallest and most insignificant branches, as well as on the most important main lines, are of the most durable and finest description, the peculiar compartment cars and the lack of proper heating in them filled him full of yearning for the superior American system. Passengers are obliged to keep warm when traveling in cold weather by the use of rugs and a hot-water bottle arrangement, for the use of which they have to pay something extra, I believe. Mr. Ketcham managed upon one occasion to secure three of these metal tubes or boxes filled with hot water. He put one at his back, sat upon another and placed his feet on the third, but even then he felt instantly ready to give up cheerfully all his prospects of coming to the throne of England for a half hour's companionship with a Baker Heater.

He was considerably surprised at the manner in which the different railroads abroad issue exchange annual passes. None are issued in the name of any one person, but they are filled up to read good for an "Officer" of such and such a road, and are transferable, any officer of the road named being entitled to ride on the pass. And then again, you do not show your pass to the trainmen as a means of transportation, but on reaching the station to take a train you go to the ticket, or booking office, as it is called, show your pass to the booking agent, tell him where you want to go and he takes from his regular case a ticket to that point and hands it to you, together with your pass, and you travel on the ticket. Just what safeguard the company has beyond the honesty of the ticket agent to prevent him giving out tickets to his friends and charging them up against annual passes Mr. Ketcham wasn't able to say.

As to his meeting with the Prince of Wales, it all came about very naturally, and Mr. Ketcham was commendably modest in his telling of it. One day he had to go to Sandringham on the Great Eastern road—and which is where the Prince's country seat is located—on business for the company. The Prince happened to be at his country house and hearing that an agent of the Great Eastern was at the station, and an American at that, he sent for him, saying he would like to see him and be introduced to him. So Mr. Ketcham was made known to the Prince and talked with him half an hour or longer about America and Americans, in which and in whom the Prince always takes a lively interest. It was a very pleasant and enjoyable chat, and in shaking his hand goodbye the Prince expressed his delight at meet-

ing Mr. Ketcham and his pleasure in listening to what he had to say of his native country. Upon his return to London and just previous to his starting upon his return trip home, the Great Eastern company gave him a magnificent dinner and a glorious send-off. In conclusion Mr. Ketcham said that while he had had a very happy trip abroad, had seen and learned much that was both pleasing and valuable, found the different countries to abound in many charming qualities, and had met with the most exceeding hospitality and kindness and attention from all with whom he had been brought in contact, the loyalty of birth had asserted itself as his vessel steamed into New York harbor, and he felt thoroughly convinced that John Howard Payne knew exactly what he was about when he wrote "Home, Sweet Home."

Mr. Raynor then lined up the Ziska Quartette again and they sung "My Love's Own," which contained a verse that filled their mouths full of pie as they sung it and caused Major Little to lick his lips in approval, and another verse sounding the praises of the Quaker City Club. And how those boys did sing! Such a vigor, and such a zest, and such a spirit, and such a melody as they put into it! It set the music humming through every head and turned every man's heart-action into a song beat.

Mr. Ramsey proceeded at this point to oil up his cylinders and give himself sand; after which he coupled on to Tom Vaille, the silver-tongued orator of the club, and switched him out on the main track, gave him a clear signal for a clear track, and told him to break the record. And if Brother Thompson didn't hear it crack all the way down in Florida it must have been that Jimmy Dart absorbed the sound as it passed through Canada on its way around the world. Mr. Vaille, always eloquent and polished, excelled himself upon this occasion both in matter and manner. The quickness of his grasp, the aptness of his thoughts, the elegance of his diction, the grace of his delivery, set his hearers astir with admiration and the walls echoing with applause. He began by telling of a mysterious meeting in an obscure location which he had recently attended, and where everybody was clothed in some enigmatical disguise and where the greatest bewilderment and mysticism prevailed—a sort of peculiar, hidden, awe-inspiring something pervaded the air and inspired the guests. But among all the fantastic garbs worn, the most grotesque and striking,—the most gruesomely uncanny and panic-producing, was that of a certain member whose insinuating fingers seemed ever reaching into the thickest of the



assembly and whose singular and baleful illumination appeared always to be casting its ghastly light upon each face and form. Horror-struck by its hideous presence, yet fascinated by its weird unearthliness, he persevered in penetrating its appalling masquerade until he uncovered the terrifying object and found it to be, as represented in the figure which he then displayed and presented to the gentleman in question, nothing other than—"Rarely Metwith." With which words he handed over to "Rarely" a large sized toy monkey with a sky-blue face, a blood-red body and a milk-white tail. This was the third surprise. And "Rarely" went down in a storm of laughter and yells that was heard out as far as Terre Haute three days after. But Mr. Vaillie had only got the first taste of blood and now started in to do some real execution. This he did by still further addressing himself to "Rarely Metwith" and presenting to him from the Association a very handsome ink-stand made up of two cut-glass bottles in a black enameled frame picked out in gilt, and with numerous little conveniences attached. This was surprise No. 4, and Mr. Vaillie made it further valuable by saying some very complimentary things about the manner in which "Rarely" had set forth the earnest purposes, the worthy accomplishments and the playful pleasantries of the Quaker City Association and its famous members in *THE STATION AGENT*,—how he had made its renown and its hospitality known in every city, town and village, until you could now go nowhere among railroad men, and others as well, without hearing of the Quaker City Association, its splendid achievements and its jolly entertainments. This also spoke volumes for the splendid circulation and studious reading of *THE STATION AGENT*. And still he continued to crush "Rarely" beneath the weight of compliments which he heaped upon him. "Why, sir," he said, "do you know that you have not only made the Quaker City Association a familiar word in every railroad office and in nearly every household in the land, but you have made its name the synonym for all that is upright and honest, pushing and progressive, helpful and hospitable, brilliant and jolly. And to-day its members live in the homes of our land as typical characters,—as strong in their individualities as any in the realms of fact or fancy. From Connecticut comes the word that when a girl there jilts her lover they say she served him as Harry Martin did the hands of the country—shook him. When they see an Italian passing along the streets of Denver people on every side cry out, 'There goes

Ramsey's friend, Lum Bago.' When a Californian walks up to a lunch counter his order is frequently for 'a glass of milk and a slice of Major Little's favorite.' And every being on earth knows that that means Pie. In Texas they qualify an exceedingly loquacious woman with the remark, 'Why, she's a greater talker than Jack Rogers.' When a particularly whole-souled and thoroughly excellent specimen of the genus hayseed finds his way into the heart of New York he is over and over again greeted with, 'Hello, Charlie Murray, is your well still open for cats?' When an Ohio man wants a frog leg he says to the waiter, 'Let me have the hind limb of one of Bob Beatty's Mauds.' When a Georgia man talks of his watermelon patch he phrases it like this, 'My crop of Cardeza christeners is going to keep up with the birth rate of the country this year and not half try.' When a savage mother in Hawaii wants to frighten her child into obedience she threatens it with this doom, 'Now, see here, Mary Ellen Kleptomania, if you don't stop that crying right away and pick them bugs off your brother Rufus Dufus Vermifuge, I'll take you right in to Philadelphia and feed you to Billy Raynor.' And when the children of Canada, of Maryland or of Florida go to bed at night they always pray, 'God bless Papa and Mamma and good Billy Conard.' And still he talked. What with the surprise of the monkey, and the still greater surprise of the ink-stand, and the very flattering remarks of Mr. Vaillie, "Rarely" was about overwhelmed and only able to say how it was that at such a time as this he felt his littleness and his weakness more than ever, and to thank the Association for the very handsome and useful gift—but more for the kindly thought that prompted it. As for the monkey, "Rarely" gave it out quietly that he was going to hang it up at his writing table to draw inspiration from when making up his monthly budget or delving into the theory of Darwin, and that he knew whenever he looked at it it would strongly remind him of Charlie Murray, Sam Hutchinson, Jimmy Dart, Jack Rogers, Billy Raynor, John Paul, Fine Cut Price, Joe Cardeza, Ed Wallace, Inventor Appleby, Major Little, and lots of other "missing links" among the Q. C. A. boys.

When Jack Rogers had been restored to life, after having swallowed his gag and choked to death trying to laugh at "Rarely" and his monkey, Mr. Robert S. Beatty pushed the ceiling out of his way and rose up and said that his friend "Maud" had sent him from the south a curious little basket with some unknown contents with the request that he present it to Major Little for her and say that



strange as it might seem she meant well and merely intended to give forcible emphasis to the familiar old saying that "coming events cast their shadows before." This was the fifth surprise, and again the Major was cheered until the hurrahs were piled three feet high all around him. He refused to say or show what the odd little basket contained, but promised to make a full and free exhibition of it at the next convention of the I. A. T. A.

Mr. W. A. McMichael then made a rattling little address, and Mr. J. M. Carderza told a possible story or two impossible to reproduce here. As to the watermelon, however, he said that it had its origin and fruition in New York City, and that it came about in this way: Some of the bankers and brokers and financiers over there many years ago got hold of a couple railroads and watered their stock until they made millions for themselves, and thus it was that the water-millions came into existence.

And just then a pair of folding doors were opened and a large table heavily laden with salads and sandwiches and something more to make up a first rate lunch was moved into the center of the room, and Billy Raynor clasped his hands and fervently exclaimed: "Thank Heaven, we are saved!" An hour was spent in giving the lunch an inside view of the workings of the club, and in a general friendly chat. Jack Rogers was allowed to hold a sandwich in each hand and smell the coffee, but strange to relate Billy Raynor did not consume more than twelve men's portion, although twenty had been calculated for him. Just as Mark McGrillis' nine raffle-won clocks were chiming the hour of eleven surprise No. 6 entered upon the scene in the person of Mayor Stuart. A political club was holding a banquet in another room of the hotel at which the Mayor was a guest, and in response to an urgent note from Captain Cadwallader he had, at the first moment possible, stepped in to see the Quaker City boys a moment and to say "that he was happy to greet them. The City of Philadelphia owed a great deal to the railroads, but nothing that was a greater benefit or pleasure to it than the men whom he saw before him and who so much helped to make the railroads what they were to the city. He remembered very well and with considerable delight the I. A. T. A. Convention in September last. It was a great gratification to him then to meet with so many representative railroad men from such widespread territory, and he and his police department were glad to have had the opportunity to take care of them; the patrol and prison system of the city were being enlarged and improved all the time,

however, and he hoped and thought they would be in much better shape than before to take care of the I. A. T. A. boys when they met here again." Somebody invited the Mayor to have some lunch and called his attention to Major Little's enormous pie, which stood in all its uncut mightiness in the center of the table. The Mayor threw up his hands in terrified surprise and cried out: "Why, do you eat pie at this time of the night!" And thus did Major Little's pie reach the distinction of receiving the official recognition of Philadelphia's chief executive officer. With this fitting episode of The Mayor, the Major and the Pie, the April meeting of the Quaker City Association came to a close.

#### BETWEEN THE CIGARS' WELCOME WHIFFS.

Quite a number of new faces were seen at this April meeting for the first time—and very happy and welcome faces they were.

Locomotive Ramsey and his energetic committee again covered themselves with glory by the splendid manner in which they managed the entertainment end of the meeting.

Harry Ketcham said he thought at one time that he would be unable to be present, but when he heard that Major Little was to be there and to be married a few days afterwards, he overcame all obstacles and brought himself in on time, as the Cathedral Route of the Great Eastern road is a favorite one for bridal parties he thought he might secure a couple passengers.

The genial and obliging George Allen not only put a piano in the room free, gratis, but performed a number of lively and inspiring airs upon it to the vast enjoyment of all.

George Morrison, as usual, did not make any noise but accomplished a great amount of good work with that nimble expertness and obliging disposition for which he is so well and favorably known.

Captain Cadwallader pointedly called the attention of the members to the fact that the doings of the association and the escapades of its individuals were duly and solemnly set forth each month in THE STATION AGENT, and vigorously suggested the propriety of each member subscribing for it.

Billy Raynor's appetite caught in a corn-beef and cabbage dinner, was thrown and badly cut up, and had not healed sufficiently to do itself justice when the lunch was served.

George Palm and Fine Cut Price laughed themselves into two parallel rows of wrinkles over the thought that a certain member present, who had chewed tobacco furiously for



years and yet kept it concealed from his lady friends, was about to place himself in a position where he would be sure to be found out and punished accordingly. "For," said they, "a wife's scent is keen where a sweetheart's faith is blind." And everybody wonders who this hidden tobacco chewer is!

Tom Vaille's impromptu speech was such a brilliant and effective one, especially that part of it touching upon the mysterious and phantasmagoric, that it made the cold chills creep up and down one's back, and Jack Rogers borrowed a lantern to light himself home and into the house with, being afraid of the dark.

Charlie Murray is evidently in for a long time on earth. He vehemently insists upon it that he doesn't ever want to die, and gives his reason in these words: "I don't want to die because Wash Hambricht, who is a councilman and knows, says they do not get THE STATION AGENT in Heaven, and I know they don't get it in Satanville, and that's just it; I don't want to go anywhere, alive or dead, where I can't get THE STATION AGENT."

The Ziska Male Quartette was given a vote of thanks for their volunteer services, and right well they deserved it. It is a strong and able and well-balanced band of singers. Ellwood Ramsey, Jr., was similarly treated, and right royally did he merit it.

The next meeting of the association will probably take place in June, when Jack Rogers is to give his famous imitation of the no less famous Lottie Collins, and Charlie Murray will introduce his Trained Shad.

It was certainly a pretty warm evening for Major Little, and as Shaw from Birdsboro said, the man who could go through it without flinching, as did the Major, need not fear to go home to his wife with a yard and a half of green flannel instead of satin to match the sample of bright yellow ribbon she gave him.

It was a pleasure to see the smiling face and splendid physique of Bob Beatty, as he went gladly about doing good with both hands and making people happy with his feet.

Joe Cardeza revealed to a few the fact that he had just invented a process by which he was going to have cold air brought from the North Pole, or sea air from the ocean, according as you choose, by a series of pneumatic tubes and projected upon a town or city from the mouth of a monster funnel, during the hot summer months, and thus make life enjoyable. He calls his invention "Temperate Temperature, or the North Pole Brought to your Door for Fifty Cents a Week." Jack Rogers says he wants to know whether the North Pole eats onions, like all the other im-

ported Poles, before he subscribes fifty cents a week for a blast of its breath.

Wash Hambricht's cheery presence was greatly enjoyed, and this favorite son from Lancaster scattered his warm rays about in a way to make the flower of friendship spring into renewed life.

Mr. S. H. Wallace made his return trip via Denver and Chicago, stopping at both places, and seeing for himself just how the Chicago Fair promised to compare with our own Centennial Exhibition. One of his regrets was that he failed to see the Grand Canon of the Colorado River, with Flag Staff at its top and Peach Springs at its bottom and 7,000 feet stretching between them. As to the big trees of California, he says there is one there so large that you can hear its bark 250 miles away.

The attendance at the April meeting was in the neighborhood of one hundred, and every man present left willing testimony with Ed Wallace that there was enough jollity, enjoyment, good-fellowship and lunch to go around nine times—once for each of Mark McGillis' clocks—and sufficient left over to endow every almshouse in the state.

To have seen Billy Conard with that calm, frank, honest, sunshiny countenance of his, which beamed over all like a benediction, you would have little thought that he was the man who not only precipitated the memorable solar eclipse of 1715, the heartrending Irish famine of 1879, the defeat of John L. Sullivan in 1892, but who also originated and brought to pass the disastrous taking off of Major Little in 1893.

Fearing that Fine Cut Price would sell him a cargo of peerless potatoes and that Harry Martin would shake both sleeves out of his coat, Charlie Murray sought to disguise himself by shaving off his celebrated goatee. But he neglected to take in the wide-spread and good-humored smile which perpetually illuminates his face, and everybody knew him just as easy as ever.

Mayor Stuart, in touching upon the increased supply of handcuffs which the city had laid in preparatory to the next convention of the I. A. T. A., told the story of a man out in the state who was to be tried for some alleged misdemeanor and who, while stoutly asserting his entire innocence, strenuously opposed having the trial take place in Philadelphia. His friends marveled at him and said: "But why not let the case go to Philadelphia? Its judiciary and law departments are the finest, ablest and purest in the world, and you are sure to get justice there." And the wholly innocent man answered and said: "Blast it all, that's just what I'm afraid of!" And so it is with something of the same fear that if I don't stop this torrent of torture I'll get justice, I now hasten to bring my remarks to a sudden close.

W. McK.

Philadelphia, May, 1893.





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### R. A. A. DIRECTORY.

NOTICE TO DIVISION SECRETARIES:—In order to insure accuracy in this directory it is important that all changes should be reported promptly to editor of the official paper.

ARKANSAS DIVISION:—President, J. H. Moran, Hoxie; First Vice-President, J. L. Reinach, Pine Bluff; Second Vice-President, C. E. Carstarphen, Fort Smith; Secretary and Treasurer, H. B. Ake, Marianna.

CENTRAL MINNESOTA DIVISION:—President, E. Wolfsburg, East St. Cloud, Minn.; Vice-President, G. H. Roe, Alexandria, Minn.; Secretary-Treasurer, G. B. Ogsbury, Anoka, Minn.

FLORIDA DIVISION.—[Organized March 22, 1891.] President, H. G. Crowder, South Fla. Ry, Orlando; First Vice-President, G. W. Dickson, J. T. & K. W. Ry, Jacksonville; Second Vice-President, F. W. Boyer, A. & W. Ry, Orange City; Secretary and Treasurer, S. B. Thompson, F. C. & P. Ry, Lake City.

GEORGIA DIVISION.—[Organized April 12, 1891.] President, J. C. Haile, Savannah; First Vice-President, C. L. Chandler, Macon; Second Vice-President, E. M. Habersham, Savannah; Secretary, H. H. Woodruff, Wadley; Treasurer, C. A. Jobson, Macon.

ILLINOIS DIVISION.—[Organized March 25, 1886.] President, Warren B. Race, Irving Park, Chicago, Ill.; First Vice-President, O. E. Hawthorne, Carlinville, Ill.; Second Vice-President, O. W. Brown, Du Bois, Ill.; Secretary and Treasurer, J. Moriarty, Alvin, Ill.

INDIANA DIVISION.—[Organized Dec. 5, 1891.] President, C. E. Glass, Huntington, Ind.; First Vice-President, M. I. Hufford, Brazil, Ind.; Second Vice-President, L. E. Bernethy, No. Judson, Ind.; Secretary, L. J. Burdge, No. Manchester, Ind.; Treasurer, C. L. Stowe, No. Manchester, Ind.

KANSAS DIV.—[Organized June 26, 1888.] President, P. M. Shick, Wellsville, Kan.; First Vice-President, O. P. Liston, Goodland, Kas.; Second Vice-President,

J. M. Johnson, Genese, Kan.; Secretary, L. F. Bacon, McPherson, Kas.; Treasurer, M. F. Carpenter, Stockton, Kan.

KENTUCKY DIVISION.—[Organized May 19, 1886.] President, E. H. Arnold, Boston; First Vice-President, C. W. Tolivar, Guthrie; Second Vice-President, J. H. Bryant, Shelbyville; Secretary and Treasurer, J. T. McLean, Middlesborough.

LAKE SUPERIOR DIV.—President, F. C. Jackson, West Superior, Wis.; First Vice-President, J. C. Eden, Duluth, Minn.; Second Vice-President, S. W. Marr, Superior, Wis.; Secretary and Treasurer, H. L. Sister, Duluth, Wis.

MARYLAND DIVISION.—[Organized October 27, 1890.] President, Thos. H. Tolson, B. & O. Ry, Morgan, Md.; First Vice-President, A. H. Rossman, W. M. Ry; Second Vice-President, G. W. Smith, W. M. Ry; Treasurer, C. W. HARVEY, B. & O. Ry, Ellicott City, Md.; Secretary, H. M. Burgan, W. M. Ry; Sentinel, A. R. Hancock, B. & O. Ry. Meetings semi-annual, 1st Tuesdays in September and March, place of meeting to be designated by the Secretary.

MICHIGAN DIVISION.—President, James Mahoney, Benton Harbor; Vice-President, E. Wykes, Owasso; Secretary and Treasurer, B. S. Stratton, Howell.

MISSOURI DIVISION.—President, Geo. W. Read, Carthage; First Vice-President, A. R. Van Geisen, Monett, Mo.; Second Vice-President, M. M. Mahaffey, Poplar Bluff, Mo.; Secretary and Treasurer, J. H. Clabaugh, Knob Noster, Mo.

MONTREAL DIVISION.—[Organized Nov. 26, 1890.] President, D. S. McCarthy, Sherbrooke, Que.; First Vice-President, O. S. Dane, Newport, Vt.; Second Vice-President, M. M. McDonnell, Brompton Falls, Que.; Secretary and Treasurer, C. W. Garvin, Lennoxville, Que.

NEW CASTLE DIVISION.—[Organized May 27, 1890.] President, W. A. Livingstone, Youngstown, O.; First Vice-President, C. A. Niles, New Castle, Pa.; Second Vice-President, W. S. McGeehon, Youngstown, O.; Secretary, D. F. Richards, Lowellville, O.; Treasurer, W. Wood, Hubbard, O. Meets on the third Monday evening of each month, alternately at New Castle, Pa., and Youngstown, O.

OHIO DIVISION.—[Organized December 17, 1888.] President, Geo. Berthold, Portsmouth, Ohio; Secretary and Treasurer, G. H. Austin, Newton Falls.



**OLD MEXICO DIVISION.**—[Organized April 24, 1889.]—President, W. J. DeGress, City of Mexico; Second Vice-President, J. C. Miller, Porfirio, Diaz; Third Vice-President, Ira. C. Walker, Torreon; Fourth Vice-President, J. S. De Echagarey; Secretary & Treasurer, F. J. Rising.

**PHILADELPHIA DIVISION.**—President, J. P. Griest, Reading, Pa.; First Vice-President, P. J. O'Byrne, Conshohocken, Pa.; Second Vice-President, C. M. Mullinix, Chester, Pa.; Secretary and Treasurer, A. M. Shaw, Birdsboro, Pa.

**PITTSBURG DIV.**—President, Chas. Javens, West Bridgewater, Pa.; First Vice-President, Jas. Aiken, Alleghany, Pa.; Second Vice-President, R. H. Bellman, McKeesport, Pa.; Secretary and Treasurer, M. N. McGeary, Parkers' Landing, Pa. Next meeting to be held in September at such place as the president and secretary may designate.

**SENECA DIV.**—[Organized Sept. 19, 1891.]—President, R. H. Wallace, Erie Ry, Oil City, Pa.; First Vice-President, E. H. Potter, W. N. Y. & P. Ry, Titusville, Pa.; Second Vice-President, J. McDougal, L. S. & M. S. Ry, Oil City, Pa.; Secretary, F. A. Beatty, Erie Ry, Oil City, Pa.; Treasurer, P. H. Cullis, W. N. Y. & P. Ry, Oil City, Pa.

**SUNSET DIVISION.**—[Organized July 19, 1891.]—President, W. L. Jester, Albany, Ore.; First Vice-President, E. C. Kane, Ashland, Ore.; Second Vice-President, L. G. Adair, Eugene, Ore.; Secretary, W. A. Cummins, Corvallis, Ore.; Treasurer, R. B. Houston, Roseburg, Ore.

**TEXAS DIVISION.**—[Organized July 10, 1888.]—President, J. T. Clements, Fort Worth; First Vice-President, S. S. Prince, Corpus Christi; Second Vice-President, E. A. Sterling, Belton; Secretary, Charles Collins, San Marcos; Treasurer, F. L. Sheeks, Mexia. Next meeting to be held at Fort Worth, date to be fixed by the executive board.

**WEST ONTARIO DIVISION.**—[Organized August 21, 1889.]—President, J. H. CAMPBELL, Savanne, Ont.; First Vice-President, J. A. NICAL, Huron Bay, Ont.; Second Vice-President, J. A. Crawford, Vermillion Bay, Ont.; Secretary, A. B. McCAY, Hawk Lake, Ont.; Treasurer, A. S. McLELLAN, Sackville, Ont. Date and place of next meeting to be arranged by the Board.

**WISCONSIN DIVISION.**—[Organized September 22, 1885.]—President, M. J. MORAN, Black River Falls, Wis.; First Vice-President, S. F. DURGA, Grand Rapids, Wis.; Second Vice-President, A. C. VAN HEM, Roberts, Wis.; Secretary, LEROY R. WELLS, Oak Center, Wis.; Treasurer, A. F. STILLMAN, Princeton, Wis. Next meeting to be arranged by board.

### How to Join the R. A. A.

**R**EADERS of THE STATION AGENT who are not members of the Railway Agents' Association can make no better beginning of the new year than by joining this representative of the traffic earners of the railroad service. The platform of the R. A. A. will certainly commend itself to every agent. We quote from the constitution:

#### ARTICLE III.

"The Association shall seek to attain these objects, by the details of organization as hereinafter described, by correspondence and personal intercourse between members individually and through the columns of an official organ, by holding conventions of the Grand and State Divisions, by inviting the co-operation of railway officials, by not resorting to strikes as a means of settling differences between railway companies and employees, and

by preventing as far as possible, teaching of students the art of telegraphy or station work of any kind, except to regular paid employees of the railway companies."

The objects and policy of the association are given in a pamphlet issued by the Grand Division and are as follows:

The Railway Agents' Association is an organization of traffic representatives of the railway service. It embraces in its ranks Agents of all classes, Bonded Cashiers and Chief Clerks. Its objects are as follows:

To increase the efficiency of the vast army of Agents.

To combat the hostile sentiment against railway interest in the public mind in many communities.

To impress upon railway managers the necessity of bringing the Agents under the direct control of the traffic department as far as possible.

To practically demonstrate the fact that the Freight and Ticket Agents, as the revenue earners of the railway service, are, or should be, the best and most intelligent class of men in the employ of the companies, and that the financial prosperity of a road depends on their efficiency, and thus to make agency work the best paid branch of the service.

To establish and operate a Guarantee Company.

To conduct an Employment Bureau for the benefit of our members.

To prevent the indiscriminate teaching of "students" in railroad telegraph offices.

To educate our members through our official paper and by meetings to a better understanding and appreciation of their duties as agents and railway employees.

To prove that the agents are above the necessity of resorting to the methods of radical labor organizations in the association representing their branch of the service.

It is taken for granted that every railroad man into whose hands this pamphlet may fall, and who is eligible for membership, has convinced himself that he ought to be a member of the Railway Agents' Association. The next question is, How shall I join and what is it necessary for me to do? These are inquiries that are easily answered. On this page will be found an application blank which should be filled out and sent to the Grand Secretary, R. W. Wright, 45 Sheriff street, Cleveland, O. The amount of the initiation fee is \$3, and the dues \$5 per year, or 42 cents per month, payable in advance. Dues may be paid either annually or semi-annually in advance. That is, a member may remit for the entire year or for six months. For instance, if application is made in January, 1893, the applicant would send \$3 00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will



be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause.

### Future of the Station Service.

[Paper prepared for the meeting of Missouri Division, Railway Agents' Association, by A. R. Van Giesen, Monett, Mo.]

LABOR unions, labor brotherhoods, labor associations, labor societies and labor combinations have of late years been so numerous and of such rapid growth that they have forced into the very foreground of the social, the economic, and even the political field, the labor questions, until it is recognized as one of the great and burning questions of the age. The social philosophers are predicting chaos; our newspapers discuss it; the scientific are attempting to solve it; and the politicians are bowing in abject fear and cowardice before its apparent strength and rapid growth. Why is this? Why the formation of these numerous societies? Why their rapid growth? What are their aims? Have we anything to fear from them? What will be the end? All these questions are variously answered. To be charitable toward the respondents, though we may show their error, we can say that on the standpoint from which they approach the subject, their answers are mainly founded in fact and reason, but fail of right conclusions from other causes.

The rapid building of railways and the consequent unprecedented growth of our country and its population; the invention of the sewing machine, the cornplanter and the reaper; the discovery of the means by which the lightning is chained to man's chariot of progress, are and have all been factors in the revolution that labor is undergoing. Already man's fingers are too coarse, clumsy and slow for the pace that these inventions and discoveries have called forth; already the steel finger is more delicate, more accurate, more precise, more trusty, and more tender than that of man. The whirl of the shuttle is sweet music to the poor slave who was the heroine of the "Song of the Shirt." Without this the sewing of the world could not be done; without the cornplanter this glorious land of ours must go back to the early fifties. Stop the click of the sickle and many an one must go hungry or fewer be fed. Stop the iron horse in his mad effort to annihilate time, and business must cease. Unchain the lightning and the world would stagnate.

All of these agencies, all of these factors have been and are to-day at work producing the condition of society that we have. In a narrow sense there were labor unions prior to the formation of that great one, the Brotherhood of Locomotive Engineers, but none was so organized that the outside world was so

### RAILWAY AGENTS' ASSOCIATION.

#### APPLICATION FOR MEMBERSHIP.

*To Officers and Members of . . . . . Division:*

*Having received a favorable impression of the Railway Agents' Association, and being eligible to membership therein, I hereby apply for membership, under the jurisdiction of your division, and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of said Association. I am at present employed by the . . . . . in the capacity of . . . . .*

*Company at . . . . .*

Enclosed Recd, . . . . . \$ . . . . .	Name . . . . .
Dues, . . . . .	Post Office . . . . .
Total, . . . . .	State . . . . .

*We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.*

.....

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

The Station Agent's World's Fair Office will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.



affected by their acts, and none so thoroughly covered the workers of any particular art or trade, none were so successful as has been this one. But these deficiencies did not cause their failure nor does the possession of them to-day make the success of this great society. Few of the philosophic and fewer still of the members of that brotherhood have ascribed their success to the true cause. We often hear them claim that it is from their thorough organization or from the implicit obedience to the will of their dictator. From these ideas I think we may clearly trace the organization and growth of each of the great railway labor societies, and from their success this superficial view has obtained much of its power and more of its believers. But beneath and beyond this there must have been and is something more potent than would be these weak factors in producing the visible results. What is this? We opine that it is nothing less than the mighty power of justice. In the early morning of railroad operating we find that the engineers were receiving little more average wages than were those engaged in labor that required about the same amount of care or expenditure of muscular effort. As the acceleration of speed became necessary the factor of increased danger was quickly seen, and as the increased business of the country by its rapid settlement and development was ever calling for increased facilities, the combination of weak and almost bankrupt roads into great trunk lines with their immense and growing revenues, quickly demonstrated the fact that the business was that of an increasing monopoly and that the revenues, while constantly and rapidly increasing, were being unjustly divided. The engineers were the first to see and act upon this view. But public opinion was already ripe to endorse their demands and the public willing to suffer the inconveniences incident to a state of war or siege, when the first great battle or strike was declared. While in some cases the engineers have failed it has only been when they forgot to found their demands on the firm rock of justice, or been mutinous toward their head. In the recent past the great battle with the C. B. & Q. was fought on insufficient grounds and was undoubtedly lost on this account, and still more recently the Ann Arbor strike, which, though insignificant at first, now involves questions of such deep import that every thinking American must be studying the situation, and many are trembling with the fear that American liberty and American manhood have received in the decision of Judge Ricks a blow from which they will never

recover, and that both must perish if that decision is sustained by the tribunal of last resort; that the proud liberty-loving American must bear the yoke of a slavery more galling than was that which cost, within our memories, rivers of precious blood and untold millions of treasure. It is not necessary that we should declare that this decision is the polluted utterance of a corrupt judiciary. We can hope that in the revision that will come this point will shine out all the brighter, when this apparently willing tool of corrupting and blasting influences has been reversed; we can hope that the judiciary will cleanse itself of the least suspicion by rendering a decision that shall restore the confidence of the American people in that bulwark of their liberties. This strike, which would undoubtedly have succeeded had not the courts lent themselves to its overthrow, cannot be decided a failure on the part of the engineers, and may yet prove a most signal success for them. That it has not discouraged them nor dampened their ardor is quite apparent, as they are making ready to meet this obstacle to their further growth in the court of last resort. It is evident they at least believe in the justice of their cause and its ultimate success. We therefore reach the conclusion that their successes are founded on that principle, and that their demands, though at times apparently extravagant, have been in the main so just and fair that opposition to them could not be successfully maintained. We have now shown the basis upon which their success has been attained, and we believe that the same general conditions are operating to aid the other societies to the same result. Their aims primarily were for an increased compensation and less hours of dangerous labor, with prescribed limits as to their duties. To accomplish this the morale of each society has been set at a high mark, the result being a gradually improved standard of moral character and a higher grade of intelligence necessary in the membership. All of these factors argue a permanence that has not generally been conceded them. The question now comes, Have we anything to fear from these societies? By the pessimistic it is often said that these combinations threaten our moneyed corporations and even our government. I believe this a very superficial view, for while it is possible that they may become, through self-interest, too exacting in their demands, or possibly under the leadership of ambitious demagogues they might forget the duties that are above and beyond those they owe to these societies, still an attempt to enforce demands that might



lead to the ruin of the former and jeopardize the latter would arouse a protest that would quickly engulf them in destruction. Their leaders already perceive this and have by more or less wise legislation in constitutions and by-laws so tied their action, that there is little danger of great wrongs being perpetrated. That any attempt at subversion of government by any such agency, even though aided by the discontented of every class, would be the height of folly, needs only to be stated to receive universal endorsement. This pessimistic view is only equalled by the demagogic cry of the politicians that our government is or ever has been in danger by the appointment of postmasters or other officials to carry on the public business. Our dangers do not lie in that direction. The lifting of individuals or classes from a lower to a higher plane of social standing by increased wages and in consequence increased comfort and opportunities for enjoyment is not a factor that makes towards the pulling down of existing forms, but rather aids to upbuild and solidify them.

We now come to the last question—What will be the end? While this may not be so easy of solution, it may be assumed that it must be on the lines of justice; that the division of revenue between capital and labor must be so adjusted that each shall get its part; that the only adjustment that shall be permanent must be such an one as shall meet this requirement. Any other will be transitory and its results unsatisfactory to both elements leaving the danger of strikes and all their attendant evils still in active force. Let the division once be made on this basis and public sympathy will not be so pronounced in its leaning towards the side of the wage earners, and the societies that are at present held so firmly together by the element of self-interest will in a great measure lose their power to control, and the members will again assume the right of exercising individual judgment of the questions in issue which are now delegated to their committees and left to the decision of an autocrat who, if a bad man, might do each member irreparable harm. That these societies cannot always hope for such clear-headed leaders as Arthur, Sargent and Powderly have proven themselves, is only saying that all dictators cannot be great. The history of the world is full of examples of the danger to individual rights growing out of autocratic assumptions of right and power. That these societies have won great advances for their members cannot be questioned. Can we hope to do as well, or even approximately as well, *under the organization that we have made for*

our members? To me it seems that we should do even better. We are organized on the basis of a friendship and regard for the companies that we serve, that should receive their cordial endorsement. Is there anything more that we can or that we should do to prove our loyalty? If so, what is it and how shall we do it? In discussing these points let it be understood that, while I am positive that my personal knowledge is such as to warrant every word or thought I utter, I make no attack on individuals or classes of employees. I am simply dealing with existing facts. I do not for a moment doubt that every point that I may advance may appear old and threadbare to most of you, and still I hope to suggest some new ideas as to our duty in meeting them. The ambition to succeed in securing traffic, whether competitive or local, has become so much a matter of pride among agents that there is little or no danger that companies' interests will suffer in that line, unless it be in over zealous desires to secure the business, whether that is done on a paying basis or something less. Our duty then in this respect should always be to keep steadily in view the cost of the service, remembering that less than cost is as much an increase of operating expenses as would be an increased consumption of coal. Our duty then should be to become so familiar with the cost of operating and maintaining the railroads that we shall not forget this in trying to secure business. The companies should insist that the knowledge necessary to a clear judgment on this point should be one of the necessary qualifications to the position of agent in any competitive territory. Such a requirement would at once raise this class of agents into a prominence that would mark them for promotion. It is not the manager who secures the most business, but that one who secures the most net revenue who is accounted most capable. Let us all strive to be of the latter class. Another point of great importance is the conduct of the business with least expenditure for help. We are all apt to think ourselves overworked. Can we say, if this were my personal business, I would keep all the men I have to conduct it or I would add one here and there? If we can say this truthfully we are rendering a service that should command more than approbation; it should command a regard that would be measured, in some degree, by the benefits conferred or by the revenue thus saved. If we are not rendering service in this manner, by the very amount that we fail, we are doing an injustice to our companies, and lowering ourselves in our own estimation. I believe every member of this society knows what this loss of self-respect means.



other point that has been frequently im-  
d upon my mind is the proneness of  
to endorse any claim that is made  
t the company. While I would never  
el the least surrender of honor, honesty  
ahood to the dictation of claim agents,  
nder conditions that admit of arbitrary  
s, are apt to exercise them, I would im-  
upon all the better, more just and equi-  
plan of always stating and working to  
neither allowing prejudice, personal  
ship or policy to swerve us from those  
guides to just conclusions. If we do this  
ly a question of time when our client-  
all say, "He was just." What higher  
lum do you want pronounced on your  
ct? What better endorsement can you

I another point comes to my mind. It  
enerally understood that a considerable  
a of railroad revenues are diverted from  
oper channels that estimates are often  
is to what portion or per cent. this cov-  
That this cannot be arrived at with any  
degree of accuracy is undoubtedly true,  
at there is such a diversion scarcely ad-  
doubt. Can we prevent this and are we  
our full duty in the effort towards that

These are questions that must be an-  
by each for himself; but the answer  
under no conditions be such as would  
omise the respondent. If we know of  
ds that are better calculated than pres-  
es, or have theories which if put into  
al use we believe would result in the  
le object of preventing such diversion,  
uld advocate their adoption. To sum up  
as we have organized a society for the  
nd material improvement of its mem-  
o without one element that should occa-  
sion between it and the railroad com-  
we should now more clearly define the  
of the Association and duties of mem-  
The question is often asked by new  
rs or those solicited to become such,  
s your object and how do you expect to  
it if you have no power to enforce de-  
? I have answered this question by the  
tion that we expect first to improve the  
and convince managers by this that we  
thy of what we ask. I make some sug-  
s towards this end. I believe it feasi-  
us to introduce a system of examina-  
or applicants for the position of station  
hat shall result in a greatly improved  
This examination should cover all of  
ifications necessary to the discharge  
ties in the grade to which an applicant  
and should also cover the general qual-

ifications of intelligence, honesty, sobriety, en-  
ergy and morality that are or should be prereq-  
uisites for admittance to membership in our  
society and are certainly so for employment in  
the service of any well regulated railway com-  
pany in the country, though frequently held in  
abeyance from necessity. While I would not  
make an examination that would bar a Wash-  
ington or a Lincoln from service, as do some of  
the guarantee companies, still it should de-  
velop the want of character where that want  
existed. I would give each applicant who  
passed the examination a certificate from the  
examining board that would be a more reliable  
endorsement of qualification than is the aver-  
age certificate issued by school commissioners  
to those applying for the position of teacher  
in the public schools of our state, and we in-  
trust the education of our youth, the future  
citizens and governors of our state, to these  
men. In this I am not and do not desire to be  
understood as condemning our school examina-  
tions. I am simply showing that I would  
raise our standard still higher. As in the law,  
medicine or any of the learned professions a  
course of study is necessary to the student  
with an examination before he can secure his  
diploma, so I would have a course of study and  
examination for the aspirant to the position of  
station agent. With such authors as Marshall  
M. Kirkman on revenue and kindred subjects  
and others as eminent in their respective de-  
partments it is no longer necessary that the  
railroad companies should accept men of  
barely sufficient attainments to keep the ac-  
counts in these responsible positions. Let us  
but secure this advance in the service and we  
need not long deplore our condition. In this  
school of the agent I would have every sub-  
ject that has been touched upon in this paper  
so clearly elucidated that each agent would be  
enabled to perfectly understand it, and to this  
theoretical knowledge I would add a certain  
length of time in practical work, before the  
certificate could be granted. I suppose some  
of my hearers are asking themselves, and  
would like to ask me, in what this differs from  
the education advertised by the business col-  
leges who pretend to turn out a full-fledged,  
capable agent in three months. I have never  
seen one and believe it will be a long time be-  
fore I do. Too many of these business col-  
leges are confidence institutions that graduate  
their scholars the moment the money ceases  
to flow. The two methods differ by this, that  
the certificate of our society would be accepted  
by railroad companies where the other would  
be unceremoniously discarded. Let us add to  
this a discussion, through THE STATION AGENT,



of methods and means whereby we may aid the railway companies in the various measures of reform that I have touched upon, and by adopting them declare ourselves the uncompromising friends of the railway companies. Which one in the sound of my voice will declare that he believes this would not result in the early consummation of our earnest desires to lift the agents of the country to the level from which they have fallen.

After thirty-eight years of service to railway companies, at the commencement of which time the agents were the best paid and most trusted of employees, I have seen them gradually sink until the position is little higher than the section foreman when measured by the dollars paid. In those earlier days the officials were more often selected from among agents than any other class. Why have we degenerated? Why does a less worthy class monopolize the promotions to the executive, operating and transportation departments? Simply because the standard of intelligence necessary to the position of agent has been so low that inferior men have been the average of those employed in that capacity.

Before taking off the harness of railway service, I would like to aid in the great reform of replacing the agents of the country on the pedestal of an acknowledged superiority. To do this it is necessary that we again raise the standard of intelligence to its former grade. The conductors, the engineers, the firemen, the switchmen, the trainmen are all moving slowly but surely towards a higher plane of intelligent and moral character. We should do no less, and can do much more. In this direction lies our greatest hope. In these reforms we may make a sheet anchor from which nothing will be able to tear our ship of progress. Younger men than I must man it; younger hands must pilot it to the safe, open sea; younger ones must be captain and mate to lay down the course by which you will sail, and finally younger ones must help to cast the anchor that shall moor your bark in the safe harbor of success.

She—"You won't object to having my dear mamma live with us after we are married, will you?"

He (a young physician)—"Not at all, in fact, she'll be most welcome."

"I'm so glad you feel that way."

"Yes; you see she is always ailing, and I really need somebody to experiment on."—*New York Weekly.*

### Equalization of Salaries.

SEVERAL months ago an offer was made through these columns of a prize of \$50.00 for the best article by a member of the R. A. A. on the above subject. One of the objects of the Railway Agents' Association, as it is that of every organization of wage-workers, is to secure by every legitimate means the highest possible compensation for its members. Our association differs in its methods for the very good reason that its members are necessarily business men, and hence unable, even though they might be willing, to apply the policy of labor organizations in their own cases. The platform of the Railway Agents' Association is so well known that it is not necessary to repeat it here. All members were earnestly requested to enter this friendly competition on a subject of such vital importance to the station service, and a large number of them responded in a manner that indicated the substantial interest shown in association matters. The difficulty of formulating a plan that would admit of universal application and be at the same time satisfactory and fair to the interests of all involved, seems to have been thoroughly appreciated by all members, and while many interesting communications were received in which the importance of the subject was admitted and the need of reform expatiated upon, yet comparatively few feasible ideas were advanced in detail. The editor of this paper and the officers of the association have been free to admit in the past that they did not consider themselves competent to deal with this question alone, and for this reason the views of members were freely sought for, in the hope that out of the great mass of matter written on the subject there might be evolved a plan which would admit of practical application, and which, taken as a basis for our future operations, could be pushed persistently and energetically to the notice of our employing officials throughout the country.

We are glad to be able to announce that several of our members have presented a definite plan of action, which we believe can be successfully worked up to the benefit of all concerned. While one idea runs through the communications of a number of our contributors, yet it is brought out more clearly and in detail by Mr. R. I. Love, agent of the San Antonio & Aransas Pass railway at Lott, Tex., and a member of the division in that state, to whom the special prize of \$50.00 is awarded. Mr. Love's admirable article is given below:



## OUR PRIZE ESSAY.

[Written by R. L. Love, Agent of the S. A. & A. P. R'y,  
Lott, Tex.]

"A consummation devoutly to be hoped" is an increase of salaries to agents. With twenty years' experience in the business I feel that I would be recreant to duty if I do not offer a suggestion. A practical and easily applied solution of this question is the only one for which we may expect acceptance. I believe my plan to be such and one that at the same time will invite least opposition. On account of limited space allowed I can only treat the matter in a general way, and base my proposition upon the "greatest good to the greatest number." I believe that salaries can be greatly increased with no appreciable increase of expense. It is known that the officials of a railway but seldom see the details of station service, and only by inference do they approximate the amount and class of service required at stations. I am sure the majority of agents will agree that the agent alone, if competent, is the best judge of the service necessary to properly conduct the business of his particular station; therefore by concert of action between the officials and agents can we arrange salaries satisfactorily to both.

I assume the majority of railroad companies, except under most favorable circumstances, are unwilling to increase their pay roll.

Now my plan: Establish a percentage of earnings to be applied for this branch of the service. This should be done by computing the average for several years just past—also the average percentage to earnings for the same time, and make this percentage a basis for salaries for the next year, or, say, a limited time. Then classify the stations according to earnings, number of employees and duties required. Then fix the salary of the station, with the agent as disburser thereof.

To illustrate: A railway has 100 stations and pays an average annually for station service, say \$125,000.00. We assume these figures approximate 5 per cent. of the gross earnings of the line. We then propose that 5 per cent. must be used and no more, except gratuitously. It will not do to apply the 5 per cent. basis to all stations, but divide the excess with those who are short on earnings.

Station A is run by one man; the receipts average monthly \$2,000.00. Station B is also a "one-man" station and the earnings only average \$500.00; station C \$1,500.00, etc., etc. Ten stations produce \$12,500.00 per month. Strike an average and we have at 5 per cent. a salary of \$62.50. We take ten more stations and

classify them and continue until we find the *present* average pay of the station or stations of this class is just 5 per cent. of their earnings, and in this class make a reasonable advance. All classes of stations above the average of course yield a surplus and go towards less favored places.

Stations A 1.—Station AB, monthly payroll, \$1,200.00; agent, five clerks, watchman, two porters and nine laborers. The average would be \$66.66 for each employee. We continue the same pay, but upon notice that the entire "pay" of the station is "fixed" at \$1,200.00. The agent, if a man of business, will at once reorganize his force. He finds that he can dispense with a porter to whom is paid \$50.00, and can employ a boy at \$25.00 to \$30.00 to fill his place. He also sees that his chief clerk will willingly write up the "Received Record" if there is \$10.00 to \$15.00 per month added to his salary. The cashier will make correction sheets for the revising clerk, etc., and we find the best men in the office will leave nothing for the "don't cares," and we find two clerks not needed. But we need a boy to copy, etc.; pick him up at \$10.00, etc. In this way the service is strengthened rather than impaired, and to this station there shows up an advance of say 10 per cent.

*This can be done.* No argument should be needed to prove it. As I have already said, fix the pay of stations for a limited time. Should earnings of the line increase, the stations are entitled to an increase as well.

And lastly, as an incentive to all, have a reward for merit conferred annually. Let this premium for first-class service be a valuable one, and while the conditions for securing it should not be irksome, they should be strictly business.

As we all know, no unchanging rule will maintain; but an effort on the part of the management and station men for mutual benefit will result in happy relations, and the least possible friction be engendered.

We heartily commend to every member of the Railway Agents' Association and to all our readers a careful perusal and study of this able communication, as well as the other articles which follow. We have picked out a few of the best among the various manuscripts submitted, and publish them below. Taken in connection with the plan outlined by Mr. Love, they will be read with interest and profit by all.

We intend to publish in pamphlet form the prize article by Mr. Love, and also the communications of one or two others. These lit-



the books are for free distribution, and we are very anxious to get them in the hands of all agents, and officials as well, and also to obtain from the latter an expression of opinion as to the practicability of the plan proposed. Every member of the R. A. A. is earnestly requested to secure a number of these books, and to see that they are distributed where they will best benefit our cause. We intend to place a copy in the hands of every leading official in the country, that they may understand and appreciate the position of the Railway Agents' Association in this matter.

As regards the practical application of the plan, we suggest that members make immediate application to their local division secretary or to the Grand Division for copies of the pamphlet, and that the line of each road be thoroughly covered by a petition which should receive the signature of every agent. Let a committee then be appointed on each line to lay this petition before the proper officials of the road, with a request that the subject be given consideration and put in operation as far as possible with local conditions and requirements. There is a great work now right before us. Let us take off our coats and start at it with a stout heart and strong will. Let every member of the R. A. A. perform his share of the labor, and those agents who are not members should join the ranks at once, and take an active part in the good fight. There should be no laggards now that our plan of battle is determined upon, and the first guns of the action have been fired. Do not stand back and wait for others to act, but strike out for yourself. If you do not know what to do write to your local division officers or to the Grand Secretary and you will be assigned a post of duty. We want to see this subject thoroughly canvassed on every road in the country, and we must have the active co-operation of the agents whom it is intended to benefit in order that some substantial good may come out of this agitation.

Readers of *THE STATION AGENT* are cordially invited to send us their views on this subject. Let us have a full and free discussion on this subject. It is surely of sufficient importance to warrant individual interest and appreciation by every agent. We are anxious to know how this plan of action impresses members of the R. A. A., and will gladly welcome any suggestions or ideas from them.

Mr. James Menzies, general freight agent of the Jacksonville, Tampa & Key West system and a prominent member of Florida division, furnishes a strong and well-written ar-

ticle on this subject. Like the majority of others he believes in extending the power of the traffic department over agents and advances an able argument in support of this position. The success of this movement for an equalization of salaries is dependent first upon this reform, which will pave the way for an adjustment upon a revenue-earning capacity of each station. Mr. Menzies writes:

If the railroad companies of the country are expected to increase the salaries of their agents generally, it must be proved that by so doing they will receive compensating benefits. It is my purpose, therefore, to show that an increase of expenses in the direction named will logically bring about an increase in the net earnings of the lines. I shall treat alike of the methods by which the salaries should be increased and of the means through which the benefits would be derived.

The duties and responsibilities of the railroad agent make him not only the principal factor in the earnings of the corporation, but one of the chief instruments of its disasters and misfortunes. In him is concentrated the full working powers of the corporation as it relates to the public, and his advice and reports form in great part the policy of the departments. Large expenditures are made at his suggestion; rates are adjusted upon his reports and upon his opinion liabilities and obligations are assumed. Claims are settled or rejected upon the statements which he makes, and friends and enemies alike are created by his actions. He must be familiar with all the diversified interests of the corporation; as conversant with the rule books as with the classification of freight; with the tariffs of the passenger department as with the forms of the accounting department. He must be as competent to receive a train order as he is to understand its contents, and he must faithfully and energetically perform the other numberless duties of his office. He must treat the crusty shipper with cordial respect and the grumbling traveler with like consideration. He must hold all the patronage he has secured and must continually strive for that which is not yet in his possession. He must carefully assess charges by weight and critically examine packages to arrive at their proper classification. He must be quick to detect any signs of pilfering or other damage to goods before assuming liability for their safe transportation, and he must at all times be scrupulously sober and honest. Rates of passage must be at his finger ends; freight rates must be carefully filed for ready reference, and all changes and variations in tariff particularly noted and properly inserted in bills of lading. Communications from all departments must receive prompt attention, and he must be ever ready to answer all questions of interest to the company at his station.

These show in part only the multifarious duties of the railroad agent, everyone of which, however, he is expected to perform with the precision of a machine and the wisdom of a Solomon. The failure to execute one of these duties may cause untold loss to the company, may be the means of diverting thousands of



dollars of traffic from the railroad; may daily create minor claims and small undercharges, unnoticed by officials by reason of their insignificance, but aggregating at the end of the year large sums of money, and, what is much worse, may cause fearful disasters, resulting not only in immense loss of property, but of life itself.

To this man, therefore, is entrusted more diversified responsibility than to any other employee in the railroad service. That every railroad agent is ever watchful of his company's interests cannot be truthfully stated, nor can it be denied that hundreds of lives and hundreds of thousands of dollars are lost by gross indifference or inefficiency on his part. Yet, when we consider that this most important individual in many cases receives in compensation for his services a salary equal only to that of a common laborer, it is indeed surprising that disasters are not more frequent, that traffic is handled as well as it is and that the general interests of the company are served so well. It is, nevertheless, an indisputable fact that the accidents which do occur and the losses which in other directions, arise from time to time on the different lines of the country from incapacity or carelessness on the part of the poorly paid agent would amount to a sum equivalent to the agent's pay-roll. It has been demonstrated that the agents at the larger stations who are selected for their efficiency and are paid a salary commensurate with their responsibility cause less loss to their companies than the poorly paid agent at the smaller station who may not handle a twentieth part of the business; thus proving that the amount of compensation received has a decided influence on the character of the work performed.

The railroad agent of to-day is generally appointed at the pleasure of the master of trains, the division superintendent or other officer of the transportation department. His fitness for the position is frequently based on his ability as an operator, together with a smattering of the rules of transportation, and his salary is fixed at a figure in proportion to the amount of work he performs for that department. His ability to properly serve the earning department is often overlooked, and this too with the knowledge that that branch of the railroad service is primarily the cause of his appointment. It is true that some stations may be eminently important to the operating department, yet of little value to the traffic, but it is equally true that in such cases the salary of the agent is usually sufficient to secure the services of a capable man and to inspire in him a desire to perform the duties of the station in a manner satisfactory to the company. But, on the other hand, if he be located at a point of considerable value to the traffic department, while little or no importance to the transportation, his salary will not be in proportion to the whole of the work he is expected to perform, but is gauged first on the value of his services to the appointing power, and secondly on the most economical basis that suggests itself. His excellence in handling the traffic of the station, in increasing its volume and in decreasing its claims will be little commendation for an increase in pay, because this would conflict with the general policy of keeping down expenses. This pol-

icy results in the agent becoming dissatisfied and discouraged. Eventually he performs his duties in a perfunctory manner and may daily cause loss to his company by undercharges, erroneous classification and incorrect weights of a sum more than equivalent to the pittance he receives. It is also true that there are but few stations so far distant from water or rail competition that there is no common or disputed territory, and that the products of which, by the indifference or activity of the agent, may be either lost or gained for the company. Yet we would not argue that the traffic officials should have the entire control of agencies, for the reason that if this were the case there would probably be as many complaints from the transportation department as are now made by those in charge of the traffic.

It is unquestionably a good business maxim to secure the best possible service for the least possible price, and especially does this rule apply to such business as is from its nature more or less mechanical. In a manufactory where articles must be made on a definitely defined plan, the lower the cost of production the greater the profits of the manufacturer, because no matter whether the price of labor be great or small, the work must be executed on a prescribed standard of excellence; but it does not follow that that business which must allow considerable latitude or discretionary power on the part of the employee is best performed when performed for the lowest compensation. The railroad engineer, who is doubtless a very reputable and responsible person and one who may deserve all the remuneration he receives, nevertheless occupies a position of far less discretionary power than that of the railroad agent. His work is very clearly defined, and in almost all particulars the performance of his duties is capable of being laid down by rule. He moves his train by order of the dispatcher and manages his engine by rules of the master mechanic. By stupidity he may cause an accident, but in few cases can he be directly the means of loss if he adheres to the rules of the company. Yet we find that he earns a sum ranging from two to four times as great as the ordinary agent.

It is clear that the official of a railroad that can properly appreciate and closely approximate the value of an agent in dollars and cents to the company is the head of the traffic department. His position makes it imperative on him to closely watch the fluctuations in the earnings of the various stations; he is responsible to the management for the proper conduct of this important branch of the service; he alone must account for the decrease in the revenue and the increase in the claims, but his responsibility must end when such loss is located to the neglect or the disobedience of an agent appointed without his voice or approval.

No agent should be selected without the approval of both the operating and traffic departments, and inefficiency in either direction should be sufficient cause for removal. The transportation department should pay all agents a stated sum commensurate with the services they are called upon to perform for that department, liable to fluctuation only as increased or decreased service is required.



The traffic department should pay in addition a sum to be regulated by the value of the station from a revenue standpoint, by the amount of work to be performed, the ability required to secure and retain traffic for the line and the general efficiency of the station. This amount to fluctuate by the increase of revenue over the previous year and in proportion thereto one year's revenue fixing the salary for the succeeding year, and this ratio to continue until the station has reached such importance and the salary such a sum that it will be sufficient to command the services of an experienced and competent man.

To expect the transportation companies to make an increase in the salaries of their agents based on other grounds than the revenue-earning capacity of the station and extent of their work would be as unreasonable as it would be futile in an agent to attempt to increase his salary without his company's consent or approbation. In the manner suggested, however, there would be a daily incentive on the part of the agent to advance the general interests of his company, and there would be a continued recognition on the part of the company of the wisdom of such a policy.

Mr. M. P. Morrissey, traffic manager of the Velasco Terminal Railway at Velasco, Texas, and a prominent member of the R. A. A. in that state, believes in protection for the agents, and thinks that a strong organization, well supported by its members, will be able to accomplish more by concerted action than would be possible by individual and desultory effort. His suggestion of a petition, taken in connection with the definite plan suggested by Mr. Love, is well worth the careful consideration of the association. Mr. Morrissey writes as follows:

The best method for bringing before railroad managers the question of a general increase of salaries to be paid station agents, is hard to determine on account of the absence of precedents, and the impossibility of getting any number of stations in a line. Arbitration in the cases of operators, engineers and other trainmen is an easy matter, their duties and responsibilities being almost similar or evenly graded; but the station agent occupies a unique position in the service, there being no standard by which he can be graded. Owing, as he does, direct allegiance to every department of his road, he seems to possess less virtues in the aggregate than does the conductor, engineer or other employee who reports almost exclusively to one man or one department. This want of recognition may be attributed to the absence of a protecting organization or organ in the past, or to the little trouble, experienced by the superintendent, in filling his place in case of any conflict of opinions. Should a superintendent or general manager personally dislike an agent, "out he goes," mayhap through some narrow-mindedness. But how different in the case of the conductor or engineer! The latter are backed by men who demand that pure justice shall be administered, and the case is, therefore, subjected to

a careful consideration, usually with the result of a fair agreement. The conditions governing the station service can hardly be brought to this level, for obvious reasons, but some strides in that direction can and should be made. Many cases have come under my personal notice, where agents have occupied the same position for periods ranging from ten to fifteen years without any more remuneration during the fifteenth year than they obtained at first. It is an established fact that the population of this country is on a steady increase, causing the amount of passenger travel and freight movement to increase in a similar ratio. The question therefore presents itself: "Either the agent was paid too much at first or not enough subsequently." The supposition that the pay was too much during first year may be dismissed without thought, being almost an admitted impossibility, so we are forced to the conclusion that the remuneration for, say the tenth year, was insufficient on account of the increased responsibilities. It may be argued that the road supplied an increased clerical force, but granting that they did, it merely saved the agent from actual detail work, and did not lessen his responsibilities in the least. After the foregoing as a preamble, I would advocate that the agents of the country, by letter and through the station agents, petition their superior officers, as follows: "We, the undersigned, station agents on your line, after due consideration, honestly believe that the conditions governing our service deny us rights and privileges accorded to organized employees in other branches of the service. Engineers, conductors, and even operators, have contracts securing to them certain rights and fixed rates of pay, and we believe that men so situated are stimulated to render better service than those whose positions are less assured. While we realize that the making of a contract with us is not very feasible, we think that stations can be graded into classes with fixed rates of compensation that will be just to us and to you. We would also request that a fair ratio of increase be allowed annually to keep pace with increased business and reward faithful agents, who are mainly instrumental in gaining the good wishes of patrons and rendering the road popular and efficient. We would also stipulate that the policy of promotion be more closely observed than is found to be the case at present. While many of us do not need such incitement to do our best in your interest, it's no more than human nature that we should try to keep stepping up. Vacancies at larger stations should therefore be filled by competent men from smaller ones, instead of putting in some general office or station clerk to our detriment. When it is understood that the agency service of your road is being more favorably considered than in the past, the result will undoubtedly be better service and more business. The history of the Station Agents' Association establishes the fact that it always has been strenuously opposed to strikes or anything in the nature of compulsion. The association will always occupy the same stand on that subject or go to pieces. We therefore think that we, on account of our constitutional and pacific attitude, should receive more consideration for our demands than is accorded to the various



orders who are continually parading grievances. This petition is intended to announce the fact that we are now in the field with the honest intention of having our burdens ameliorated, and that we intend to keep the question alive until justice has been done. If you think the matter should be discussed between us, we will appoint a committee to meet you at any time and place you may be pleased to designate."

I think if a petition something like the foregoing could be started simultaneously on a number of roads where agents are good members of the R. A. A., it would receive proper consideration. A concerted movement would be much better and would excite more outside comment on account of its magnitude.

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Mr. C. W. Garvin, agent of the Canadian Pacific railway at Lennoxville, Que., also argues in favor of control of the station service by the traffic department. He endorses the present policy of the association and believes that, if continued, it will bring about the desired result. Public sentiment he also regards as a powerful weapon, overlooking, perhaps, the unfortunate fact that the public can seldom be interested in any reform unless their own personal interests are affected, or else the abuse becomes so flagrant as to attract wide-spread attention, neither of which features exists in the present case. The salary of agents does not particularly concern the public, and it would persuade people generally that agents are suffering under a thralldom that demanded outside interference. Nevertheless, public sentiment is a valuable ally, for it increases the influence and efficiency of an agent and thus increases his chances for promotion and better pay. Mr. Garvin writes as follows:

The subject of increased salaries is ever present in the minds of all agents and has been a vexing problem for years past on account of the impossibility of arranging a schedule of wages that will be acceptable to the agents and in justice to the railroad corporations.

How are we to go about surmounting this difficulty and at the same time put our plea for increased salaries before the corporations in a just, satisfactory and acceptable manner.

My idea is that, in the first place, we should do our utmost to increase the standard of efficiency of our members to the highest possible standard and make it a point that our membership shall be made up of a class of men that being a member of the R. A. A. will be the best possible recommendation a man can carry.

There is not a doubt in my mind but what it is a necessity for the agents to be put under the immediate control of the traffic department, where the work done by an agent is known by the men having control over him before we can ever hope to get a general increase of salaries. It is the object of every

superintendent to run his division with as little expense as possible, and to that end they put men in charge of stations at a small salary, and as long as they do the routine work required of them they remain in charge when perhaps they never spend an hour outside of their office door, trying to work up traffic for the company they represent, and, I dare say, that a great many of these poorly paid men are free in expressing their mind in public regarding the small salary they are paid, which would have a tendency to prejudice the public mind against railroads in general and especially the one best known to them.

There is nothing to stimulate this class of men to make an exertion to increase the earnings of their station, as they have what they think quite enough to do as it is, where, on the other hand, if the traffic department had control of these same men the agent would know that the man who controlled his salary knew exactly what the earnings of his station were and would be familiar with any endeavor he made to increase business. There would be some encouragement for an agent to try and show an increase over the corresponding month in previous years, knowing that if he was successful in doing so that he was bettering his chance for an increase in salary as the earnings of his station would warrant.

The station service is not so much ground down as it is neglected, and who but the agents themselves are to blame for this neglect? The engineers and firemen, who have held the front rank among railroad men's associations for years, are both old orders. It took years of patient work before they obtained a strength that enabled them to improve their positions. They were before the public for years before the agents ever attempted to organize themselves into a body for mutual improvement and education, and when the officials of our roads see that we are trying to and succeeding in improving the standard of their station service, thereby giving them better and more efficient men for their traffic representatives who are in direct touch with the public and men who are doing all in their power not only to increase their business and make their road popular, but also to counteract unjust and anti-railroad legislation and overcome the prejudice that exists in the public mind and give them good live men instead of drones. Then and only then can we as an association hope to be in a position to recommend ourselves to railroad officials with credit to ourselves and justice to them.

I am strongly in favor of continuing our present policy in regard to strikes, as I believe that capital and labor should be allies and never enemies. I do not think we could improve our position by adopting a protective policy, and that only harm could come of amalgamating with any other order of railroad men. Our present policy firmly adhered to will not only hold the confidence and respect of railway corporations, but when they see a man wearing the R. A. A. emblem it will be a token that the man is broad-minded and conservative, thinking thrice before speaking and ever ready to live up to the golden rule which will create confidence instead of distrust, as any protective policy is bound to do.



Organize, agitate, educate, and adhere to our present conservative policy, which will not only keep us before the railroad officials and recommend us to them, but will soon place us where the public press will take up our cause and then the public will soon be wondering how it is possible for railroads to get well educated men to represent them at the present low rate of wages paid agents; and railroad corporations will learn that the best paid men are the cheapest for them in the end. It takes a business man to do business with business men and that is the class we have to deal with. As long as we are patient and keep quiet so long will our position remain unchanged. There is nothing like a pleasant rivalry among our members and the free use of printer's ink to bring us before the public. Show the public what material you are made of and what salaries you receive compared with some other classes of railroad employees that are only required to be able to read and write, and I will guarantee that we will soon have public sympathy on our side, and with public sympathy and a just cause I am sure we could not ask for better or stronger weapons.

We are living in the last days of the nineteenth century and our watchword is "progress" not retrogression to the clumsy weapons of self-defence used by other orders of railroad men, which prove weapons of self-destruction about as often as they preserve. "Ask and ye shall receive" does not mean that the request shall be followed with a threat that if you don't give we will take. It is easier to persuade than drive.

H. F. Winslow, agent of the Pennsylvania Railroad at Dubois, Pa., holds the same views as the majority of our members, that the good of the station service demands closer supervision and more control by the traffic departments and less by the operating. He urges membership in the Railway Agents' Association, constant agitation of the subject and a per centage basis as the best methods to bring about this result. Mr. Winslow's article is as follows:

Division superintendents are in part responsible for the low salaries of agents, and until we are placed in a position where we are not entirely under their control there can be no positive assurance from a higher source for recognition of our responsibilities and a fair, just and reasonable compensation for services rendered, but if impartiality be shown to the gentlemen referred to, they are to a certain extent excusable, as they are not always free to increase salaries and furnish additional help, as they are restricted in the full exercise of their usual good judgment, and were the conditions of their authority in regard to agents reversed we would have no better friends and coadjutors than division superintendents. To place ourselves under the control of the traffic department is an aim that every agent and member of the Railway Agents' Association should strive to attain. It can only be accomplished through intelligent agitation and by performing our duties as an agent in a systematic and thorough manner that will prove

satisfactory to your superior officers and show by your actions in every possible way that our interest in the company extends beyond the monthly arrival of the pay car. Procedure of this kind in time attracts attention, and when the proper time arrives, the influence we will be able to exert will be of some account.

The present low salaries and other necessities have been caused to a great extent by inactivity, want of organization and lack of energy on the part of the agents themselves. The proper officials must be made to recognize the true merits of our situation and the relation we bear to the public before we can hope to receive substantial benefits, financially or otherwise, and practical experience will prove that we will first have to gain the confidence of our superiors by earnest efforts to advance the interests of our company before we can hope to attain the necessary influence to reach the desired end. The merits and fairness of a just compensation by advancing our salaries is not to be questioned when due consideration is given to the different qualifications necessarily required for successfully handling the revenue and other matters pertaining to station service. The fact that we are right will not bring about desired results, as no reforms have been or ever will be inaugurated without the aid of organization and printers' ink, and this is exactly what is now being done by the Railway Agents' Association and our excellent periodical, *THE STATION AGENT*. Another potent fact is that all human beings are actuated and controlled by a similarity of feelings and emotions, and those who have reached the top round of the ladder are governed by the same feelings that influence our own actions. With this uncontroverted fact before us, it would certainly be the extreme of bad judgment to inaugurate or countenance a striking policy, thereby antagonizing an influence from which nothing can be obtained only through conciliatory measures.

If we do not actively and energetically push our own interests by increasing the strength of the Railway Agents' Association, we cannot with any confidence expect a realization of all our desires, and inactivity will not contribute to the betterment of our personal condition and financial resources. Some of our most progressive railroad managers encourage their agents to advance ideas on any and every subject likely to prove financially beneficial to the company. From this source facts are sometimes communicated that are of great benefit. Why not adopt a similar plan for the benefit of ourselves by giving an occasional idea or thought to the periodical published for our sole benefit?

Of the many ideas advanced, the editor would find something of importance to enlarge upon and through the columns of *THE STATION AGENT* it would be noted by the officials from whom we ask recognition. We desire to be in touch with higher authority and the suggestions offered could be used as one of the means employed to reach that end. Personality would not be recognized or direct credit given, but we could afford to ignore that feature in knowing we are doing a commendable act for the benefit of the whole.

The power of the press constitutes one of the most important and essential principles of



the many advantageous methods that are employed for the accomplishment of a distinct result wherein true merit is known to exist; its assistance, combined with zealous activity regarding the suggestions I have offered, would eventually prove to be the best method of bringing before railroad managers the question of a general increase of salaries, as their judgment could not do otherwise than approve of efforts made and substantiated by acknowledged facts and proved results in harmonizing with their interests.

In a majority of cases a standard could be formed for the government of salaries by taking as a basis the amount of bond given by the agent. But a readjustment can hardly be expected until we are placed under the control of the traffic department, when equalization could be effected, as that department of railway service is thoroughly familiar with the amount of revenue handled and the responsibilities of each office.

However, when the time is ripe to "effect a readjustment of agents' salaries" all these details will adjust themselves to the situation, and the "situation" is coming slowly but surely, and will present itself the sooner by giving material advancement to the membership of the Railway Agents' Association and the dissemination of our objects and principles as an organization.

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Joseph Henry, of Humboldt, Tenn., is more modest in his views and would seem to believe that every agent can work out his own salvation. His article is short and pithy and is interesting because of the good advice it gives agents in connection with the performance of their duties.

Your request for suggestions as to the best means of increasing the salary and advancing the interests of the large class of station agents goes straight to the point, and in my few remarks on this subject I will try to follow the same line. First, we would lay down the fundamental law that to achieve recognition, promotion and success they must deserve it. The superior officers may be imposed upon sometimes, but as a rule more is lost than gained by this kind of advancement. The man who honestly and faithfully performs the duties assigned him will be called on to undertake higher and more difficult, as well as more remunerative tasks. While we would never consent to be a mere machine, an employee should be willing to follow the rules laid down for his guidance. Suggestions from those qualified to make them, though not always appreciated, are not improper, but insubordination is a capital crime in railway as in military tactics. If you find a fault it is very well to try and have it remedied, but it must be done in a proper manner, not rashly presuming that no one else can have a better opinion on the point than yourself. It is probable that this very point has been fully considered by those making the rule and your own position found to be wrong.

Of course, it is understood that the station agent should be neat and tidy in his person and office, of good address, kind and obliging to all, but not going beyond the bounds of his

duty to the company and the principles of business. When asked to do this he should politely and firmly decline all such accommodations. The agent should be ever active in securing business for his line. This does not apply to junction or competitive points alone, though these require special attention, but there is not a local station where the agent cannot do something to encourage shipments over the road. He can find a farmer with corn to sell and induce him to ship instead of selling at home. Another has hogs or cattle for which he may suggest a profitable market reached by his line. Old man Sykes over on Cypress creek has some fine timber that would load a great many cars, bring him money and the road business. He will require a number of hands that will come and go over the line. Their wages will be spent with the merchants, creating demand for more goods and building up the town, and what helps the town helps the railroad, and when the agent has done such valuable service he should let the company know it—make reports showing increase of business and growth of town. He may even modestly suggest a readjustment of salary, and the chances are in his favor that he will get it raised, and that is what you want.

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Mr. F. W. Swindell, agent of the Nor. Pac. R'y at Duluth, Minn., very correctly says that the present condition is driving many good men out of the service, and thinks the remedy lies in control of the station service by the traffic department. He offers a good suggestion to members of the R. A. A. that this subject be thoroughly discussed at all division meetings. His communication is given below:

This is a question of the most vital importance, not only to the agents themselves, but also to the men under them, and in the interests of the companies it is a matter that should be thoroughly overhauled and the agents placed on a better footing. Compared with other positions employing men of brains and energy, the station agent is poorly paid, and the position is at the present time only looked upon by the majority of agents as a stepping stone to something better than railroading. Those who are thoroughly in touch with railroading interests must realize that the salaries, as paid to-day, are not commensurate with the services required of the agent at any station of importance. He is supposed to give his undivided attention to the services of his company and not engage in other business transactions outside of that. As things are to-day this is not so. He probably has a family to maintain and he finds it very difficult to make ends meet without doing something else to increase his income, and his company suffers in consequence. Under the present order of things there is little or no inducement for really bright men to engage in this branch of railroading. The reader will recall numerous cases of really good men quitting the road because they have arrived at the conclusion that an agency is not worth trying for on account of the disproportionate salary paid for duties required. My convictions are that no improvement in the standing of agents will be made



until they are brought directly under the supervision of the traffic department. What does the average division superintendent know about the principal and more important duties required of a freight agent? I venture to say very little, and simply because he has not had the practical experience and his career has been spent in the operating department. Consequently it is absolutely impossible for him to work in sympathy with the agent. It is astounding that managers should have allowed the present state of things to exist so long when it is so patent to all who know anything at all about practical railroading that the system is wrong. The agent who is worth his salt guards and watches the interests of the company just as if it were his own business. But where do you find such? Not on western roads I'm afraid, because by force of circumstances they are obliged to look out for themselves. If better salaries were paid to station men the service would attract a better class of men and the companies would benefit immensely. The majority of the men at the present time are hardworking, conscientious and painstaking, but there are a great many who have not the best interests of their employers at heart, and if the present system of low wages continues it will be almost impossible to obtain the services of reliable men who will come to stay. Now, in order to improve the position of the station agent and station men any action taken must be unanimous and to the point. I would suggest that meetings be called by secretaries of all divisions of the R. A. A. for the discussion of this subject, and resolutions reported to the Grand Secretary, who would forward copies of same to all general and traffic managers in the country, with an earnest and pressing request for their serious consideration of the matter. This seems to me the only practicable way of opening the ball.

A member of Wisconsin division signing himself "Already Twelve Years In It," favors a graded plan of salaries based on the revenue of all stations, but modestly disclaims any idea of being able to offer a satisfactory solution of the question. He believes that the employees on each road can best handle this subject themselves, rather than leave its settlement to outsiders, in which we agree with him, suggesting, however, that it needs a general executive head to intelligently direct the efforts of individuals in a movement of this nature. He writes as follows:

I have given this subject considerable thought but I have been unable to settle in my own mind upon any plan that I consider would effect the desired results satisfactorily. In the first place I think the solution of the problem in one instance would not work in another, and consequently no one person will be able to formulate an infallible rule to work in general for the bettering of our conditions. I shall not attempt it, but will offer a partial line of suggestions that may be worthy of consideration and of some assistance to all concerned. It is natural to suppose that if we expect any improvement upon our conditions in

general we must demonstrate whereby we are entitled to it and show conclusively that all concerned will be equally benefitted. Viewing the matter as it actually exists at present what do we find? The supply of this class of service seems to be equal to or in excess of the demand. Therefore, so long as the quality is satisfactory can we dictate? So long as no stringent measures are resorted to, if we win on our merits there should be an effort to corner the supply to some extent by raising the standard. How can this be done? There are probable different ways it could be accomplished. I will not say which way would be the most effective and easy, but will say it will take time and the educating of all concerned, but it seems to me there ought to be a difference in the compensation and privileges of experienced men and the inexperienced boys. As it is there is but little inducement at our country stations to awaken an interest in the duties required. The most of us are strangers to our superiors personally. We are put on a level with the train service and everyone; they think as a matter of course we have to do the work, but the company suffers heavy loss of revenues many times for lack of interest in our employer's prosperity, caused by the seeming unappreciative actions of our superiors. Many of us are very well satisfied with what we receive for our services, but are not with the treatment we get in return and privileges accorded. I shall not dwell upon this line of criticisms, for there are a score or more of little ones that are more or less familiar to the railroad fraternity that work an injury to all, but they seem to have been lost sight of in their greed for something larger.

Now, to the first part of the subject, I will suggest a departure from the usual proceedings of labor organizations in a manner. Instead of having officers and committees to do the work in general of conferring with and presenting grievances, why not have them on each system or division for the purpose of investigating and conferring with each other for the benefit of the service and the improvement of our condition? Would not the managers prefer and be more liberal with their own employes if they were convinced of the earnestness and loyalty to the company's welfare than to treat with strangers? It is very important to have a head and a recognized organ for the enlightenment of the members as well as a social and beneficent purpose, but, as I said before, is it advisable to have strangers to do the work of adjustment of differences on the different railroad systems?

The second part of the subject will have to be taken up by degrees by the committee elected for that purpose to investigate and suggest an adjustment as the case may warrant. I should encourage the co-operative plan that some roads have partially adopted where the business will allow it, and I think it will benefit all concerned. As, for instance, in the agricultural districts where the business does not fluctuate much from year to year, a stipulated salary could be paid and a per cent. on the freight forwarded and local ticket sales. I have no doubt there would be much saving in revenues in a matter of exact weights, long hauls and round trip tickets. The agent



would surely wake up to a sense of duty for his own good if nothing more and all would be benefitted. In closing I will say I have aimed my remarks at the smaller stations, which are in the large majority and what is good for the beginning is good for the ending. I am not an adept at writing on any subject but I have given vent to some of my feelings upon that which directly interests me most and I feel better whether it accomplishes much or not. There is no doubt plenty of room for further thought and I hope to see some of the brothers set on the right road to our just deserts.

A member of New Castle division signing himself as "Certificate No. 45," takes a rather pessimistic view of the situation, and holds that concerted action is impossible, as the interests of the agents at the larger stations might be jeopardized by an equalization of salaries, and that their opposition would so cripple any movement in this direction as to render it ineffective. He writes:

The subject above given is one well worthy of deep consideration for the best intellects of the age, and if they solve it satisfactorily to all concerned, it will be one of the wonders of the Nineteenth Century. Take one of the organizations of the present time out of the many thousand in existence and I do not think you will find every member satisfied, nor 75 per cent. of the membership. Our organization, the Railway Agents' Association, is composed of such a diversity of human nature and the duties assigned to agents in different localities so dissimilar, if any action is taken to equalize salaries it will at once do more harm to its members than good, taking them as a whole. If we are to make a basis on which to begin operations let us take the higher salaried agents, say those earning or receiving \$125.00 or more per month. We all know that they do less work than those receiving \$50.00, have better hours and all the help necessary; but you will say they are paid for what they know, not the amount of work they do. While this may be true in some instances, there are thousands of poorer paid agents who are just as capable and know just as much—why should they not be paid for what they know as well as what they do? It would be a grand undertaking were the prospect of success at all flattering if we could originate some plan by which we could raise the salaries of the poorer paid agents without reducing the wages of the higher class. But the minute we make a proposition that a penny be taken off the higher class to help the lower, that minute the strife begins. Our best members sever their connection, and disunion would be the result, if not the utter destruction of the organization. Have other organizations which have existed for one or two decades accomplished any lasting good (other than those who have a monopoly in their special branch of labor, such as the glass blowers, for instance) by lawful or unlawful means? No! It is competition in labor which governs salaries the world over—always has been and will be. Such being the case, any arbitrary method which we might

adopt would prove fruitless. If such is the case, we must turn our attention to persuasive methods of gaining our end, which might not be a success to all members, but would depend on each individual personally. I sincerely believe that there is no basis upon which we can make an equalization or scale by which the salaries of agents will be increased which will receive sanction from the railway management of the country. I can only submit the following:

Every agent should look out for his own interest, by handling his employer's business as he would his own; let not a chance escape to impress upon the public that his road is the best in the country, and see that the service given them is the very best. The men under you must be instructed with this end in view. This, of course, would take time, but in the end, if the employing company did not learn of your value to them, there would be numerous competitors who would be glad to get your service at an increased figure. Secondly—We should take an active part in politics, both local and national, and so help to elect such men as would give the railroads half a chance to exist and pay dividends. There are counties in the state of Ohio, to my knowledge, where verdicts against the railroads have been outrageous, and had honest, scrupulous men, men who delight in fair play, been in office the railroads could have saved enough to almost double the salaries of their agents in the state.

Thus we see that public opinion goes far either to retard or accelerate the desired end. It is in the power of an agent, in a great many cases, to obtain such evidence as will shield his company from great loss in cases of accident, which he should do in all cases, and in thousands of ways show the company that he is working for their interest.

Routing freight would be a lever of no mean size, if rightly conducted, but in order to do this safely an agent must stand in with the consignors and influence them to insert the route desired on shipping orders, which would reduce the liability of the railroad management ascertaining that any undue influence had been exerted in that direction, as I understand most railways desire to control their own traffic, and instruct their agents to that effect, and if they are found disobeying orders, off would come their head. I think it would be far more beneficial for the organization to continue as a social and intellectual institution than to take a step which would cause disunion, for what the larger per cent. of the membership learn by affiliating with their brethren would be of more lasting benefit than a small increase in salary, which they are liable to obtain by fair or unfair means.

"Book agents may be killed from August 1 to October 1; spring poets from March 1 to July 1; scandal mongers from January 1 to December 31, inclusive; umbrella borrowers from February 1 to May 1, and from August 1 to November 1. Open season all the year on life insurance agents.—*Anoka Union*.



### Meeting of Philadelphia Division.

THE tall marble tower of the much-talked of Philadelphia Public Buildings lifted its great white column out of a swirl of dust below to meet above the lightning's flash and the first sweep of the storm's fusilade of rain-drops on Tuesday evening, May 23d, just as the Philadelphia Division of the Railway Agents' Association came together in meeting close within its shadow. And there was considerable of the symbolical in the storm and the tower to the members assembled. Owing to some unfortunate and wholly unpreventable circumstances this division of the R. A. A. recently rested beneath a cloud of hindrance and discouragement, but now under the able, skilful and vigorous direction of a wideawake, pushing and progressive set of officers it promises to fast forge ahead and become, as it deserves to be, one of the liveliest and staunchest divisions in the association. And this brings in the storm and the tower. For as the warring elements freed and freshened the atmosphere, so in the division the wind of reorganization has blown out the dust of disappointment, the lightning of intelligent activity has cleared and purified the air and dispersed the clouds, the rain of wise management has revived and renewed and invigorated the old plant; and the tall white shaft of the Public Buildings, like a gleaming beacon, reaches far above its surroundings, pointing out the upward way and teaching the lesson of surpassing excellence.

Prominent among those present at the meeting in question were J. P. Griest, of Reading, president of the division, a shrewd, sagacious gentleman, who has a direct way of reaching a conclusion which is very refreshing. He would be a good man to run the lines of a railroad. He would go straight from terminus to terminus, avoiding so many curves, and yet not skip any of the profitable cities or towns along the route. A. S. Hallam, of Norristown, whose excellent article on the station agent in the April number of THE STATION AGENT shows him to be a gentleman of keen observation, wise judgment and a facile pen. Mr. Hallam has been in the station service a great many years and knows the ins and outs of it thoroughly well. G. C. Kacy, of Coatesville, a clean-cut little man who is so perfectly educated in the freight business that even if wakened up in the middle of the night out of a roast turkey and plum pudding dream he can tell you instantly the rate on a live goat, knocked down and boxed, between any two points in America, and drop off to sleep again

without wrinkling his lip. Charles Martin, of Philadelphia, a gentleman as full of good ideas as an almanac is of dates. William Stephens, of Philadelphia, smiling and substantial. J. C. Buchanan, of Thorndale, sturdy and earnest. S. E. Frick, of Schuylkill Haven, modest but mighty. J. G. Kirlin, of Birdsboro, pointed and practical. Of course Secretary A. M. Shaw, of Birdsboro, was there, and equally of course he was a very busy man during the evening. Mr. Shaw has taken, and is taking, great interest in the division and striving hard to enlarge its membership and put it on a good footing. At present the division has twenty-three members in good standing, and enough delinquents to bring the number to very near a hundred. From this time forward strong efforts are to be made to bring in new members, and the City of Philadelphia and its suburbs are to be especially and energetically canvassed to that end. There is a wide field hereabouts thickly cropped with well-headed grain, and with the cradle of tempting literature and the reaper of energetic personal solicitation it is hoped that the division's harvest will be plentiful.

The present officers of the division are: President, J. P. Griest, Reading; first vice-president, Charles Martin, Philadelphia; second vice-president, A. M. D. Mullinix, Chester; secretary and treasurer, A. M. Shaw, Birdsboro.

After the routine business was disposed of, a general discussion followed as to the best means to make known the objects of the association and its many advantageous features, and the best course to pursue to add to its membership. Many excellent ideas were presented and duly considered. It seemed to be the general opinion that if the association was to prosper, its existence and purposes *must* be advertised. Freight men would never know of them if they were kept hid. One gentleman illustrated the fact of the necessity for widespread publication in order to do business by the story of the boy whose mother sent him to town with a bag of corn to sell. The boy spent the day wandering around the town with the unopened bag on his back and his lips closed as correspondingly tight, and returned home in the evening with the bag of corn unchanged. When his mother asked him how it was that he had not sold any of the corn, he said that no one had asked him what he had in the bag and so he supposed they didn't know he had any corn to sell. And the division then and there adopted plans to not only open the bag at the mouth, but to split it up the back. Attractive pamphlets are to be industriously circulated and each member is to



set himself about bringing in as many new members as he can; in addition to which an effort is to be made to put a solicitor in the district. The boys know they have a good association with admirable aims, and they mean to make a spirited effort to convert others to that belief and win them into its fold.

Measures were also taken looking to the surer receipt of the official paper. Many members complain that it, for some reason, fails to reach them. It is hoped that the proposed plan will correct this annoyance and ensure the members getting the paper promptly and regularly.

After an hour's good work and an hour's social jollity, during which latter there was a general unbending, and Kirlin made the air thick with humor, and Buchanan starred it here and there with brilliant bits, and Griest forced the pace of laughter with many a witty prod, and Hallam poured on the oil of merriment to grease the wheels of pleasure, and Kacy rose up like a sun and dazzled the company with his festive effulgence, and Martin made himself delightful, and Frick laughed and Stephens roared and Shaw bent himself double—after all this, and much more, the meeting came to a happy close to reconvene on Thursday evening, June 15th. Good reports of matters and things in general are expected then and a full attendance is urgently hoped for.

W. McK.

Philadelphia, May 25.

### How Ladies Can Make Money.

There are so very few ways a lady can make money and so few chances open to us, that I know all your lady readers will be interested in hearing of my success in plating watches, table-ware and jewelry. I make from \$10 to \$20 per week, and my customers are delighted at my work. It is surprising how easy a lady can take a plating machine and plate old knives, forks and spoons. This machine plates with either nickel, silver or gold, and will generally plate any of these articles in a few minutes. I hope my experience will be as profitable to your lady readers as Mrs. Wilson's was to me. Anybody can get a plating machine by addressing H. F. Delno & Co., Columbus, Ohio. The plater sells for \$5, or you can get circulars by addressing this firm. MRS. C. WYMAN.

We wish to call the attention of our readers to the advertisement of F. J. Schwankovsky's music house, Detroit, Michigan, which appears on another page of this issue. This house is offering an exceptionally fine banjo at prices that cannot but create an immense demand for them. If any of you are desirous of purchasing a banjo we respectfully refer you to this old established house.

### Internal Treatment For Piles.

The most successful cures in cases of piles have been made through internal treatment. Thousands of cures have been effected within the past few years by the use of Rinderbrandt's Internal Pile Remedy. It is not a suppository nor ointment; neither of these are effective, since they afford but temporary relief and are very inconvenient to use. It is not a patent medicine, but the prescription of one of the most noted surgeons in the Russian Army and has been used for years; we have yet to hear of a single case in which it has not afforded prompt relief and a permanent cure. This, in itself, commends it worthy of a trial by all who are troubled with piles in any form. We do not claim that one bottle will cure chronic cases—that is expecting too much—but we do claim that a thorough trial of this remedy will convince you that its worth is not over-estimated. If your druggist does not keep it do not accept something he claims to be "as good;" of course he will endeavor to sell you something on which he has a larger profit. Insist upon having Rinderbrandt's Internal Pile Remedy. Fifty cents per bottle. Will be sent express prepaid to any part of the United States upon receipt of price. Prepared only by the Rinderbrandt Pharmacal Co., Detroit, Mich.

The Station Agent's World's Fair Office will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.

### FAT FOLKS REDUCED

—BY—

DR. SNYDER,

The Successful Obesity Specialist.



Mrs. Alice Maple, Oregon, Mo. Weight: Before treatment, 320 lbs.; after treatment, 168 lbs.

The following persons have taken treatment of Dr. Snyder, with loss of weight as given below. They will cheerfully answer all inquiries if stamps are inclosed.

MRS. RACHEL C. JOHNSON, Pacific Junction, Iowa.....	325 lbs.	147 lbs.	178 lbs.
MRS. ALICE MAPLE, Oregon, Mo.....	320 lbs.	168 lbs.	152 lbs.
S. B. COPE, Omro, Wis.....	340 lbs.	205 lbs.	135 lbs.
SIMEON VAN WINKLE, Franklin, Ill.....	424 lbs.	298 lbs.	126 lbs.
MRS. GEORGE FREEMAN, Ft. Bidwell, Cal.....	278 lbs.	172 lbs.	106 lbs.
MRS. SARAH BARNER, 1311 So. Fifth-st., Leavenworth, Kas.....	275 lbs.	170 lbs.	105 lbs.

### PATIENTS TREATED BY MAIL.

Confidential. Harmless and with no starving, inconvenience, or bad effects. For particulars call, or address with 6c in stamps.

DR. O. W. F. SNYDER,

McVicker's Theatre Bldg., CHICAGO.





## OFFICERS FOR 1893.

PRESIDENT.	H. E. DAY,	Gainesville, Fla.
1ST VICE-PRES.	W. R. CONARD,	Philadelphia, Pa.
2ND VICE-PRES.	WM. LOWMILLER,	La Crosse, Wis.
3RD VICE-PRES.	J. A. DART,	Ridgetown, Ont.
TREASURER,	T. W. VENEMANN	Evansville, Ind.
SECRETARY.	C. G. CADWALLADER,	Philadelphia, Pa.

All Communications intended for this Department should be addressed to C. G. Cadwallader, Secretary, 3445 Chestnut St., Philadelphia, Pa.

## How to Join the I. A. T. A.

THE STATION AGENT reaches many ticket agents who are not members of the International Association of Ticket Agents. It goes without saying that every ticket agent should be on the membership list. The coupon ticket sellers of the country ought to be united in one harmonious and conservative organization. That such organizations of agents are approved of by railroad officials is shown by the extraordinary courtesies extended to the

I. A. T. A. on the occasion of their annual convention. The initiation fee in the International Association of Ticket Agents is \$10 and the annual dues \$5, both payable in advance. The membership year ends July 31. This amount with application should be sent to C. G. Cadwallader, Secretary I. A. T. A., Broad Street Station, Philadelphia, Pa. An application blank is given below. Start the new year by joining the I. A. T. A.

## International Association of Ticket Agents.

## APPLICATION FOR MEMBERSHIP.

TO THE OFFICERS AND MEMBERS OF THE I. A. T. A.

No. . . . .

Desiring to become a member of the INTERNATIONAL ASSOCIATION OF TICKET AGENTS, I hereby make application for this honor, and herewith enclose fifteen dollars (\$15.00), the amount of initiation fee (\$10.00) and dues for the current year (\$5.00) ending August first next, and promise, should I be found worthy and become a member, I will conform to and abide by the Constitution, Rules and By-Laws at present in force or as hereafter amended, or forfeit all rights and benefits of membership.

Signed,

Full Name . . . . .

Occupation . . . . . Road . . . . .

Place . . . . . State . . . . .

Private Address . . . . .

Date . . . . . 189 . . . . .

We, the members of the "State Committee," have made full and diligent inquiries, and do hereby certify that the applicant whose signature is hereto attached is employed as subscribed, and is a man of good reputation,

Committee.

Committee.

These blanks will be furnished members upon application to Secretary C. G. Cadwallader, 3445 Chestnut Street, Philadelphia, Pa.



## State Committees.

The following is a list of the state committees through whom applications for membership must come hereafter. Ticket agents desiring to join the association should consult this list and confer with the member for their section, as all applications must be referred to the committeemen for the state in which applicant resides before he can be admitted to membership.

Alabama—J. W. Johnson, Union Station, Birmingham; C. M. Frost, A. G. S. Ry., Attalla.  
 Arizona—T. A. Brown, A. & P. Ry., Flagstaff.  
 Arkansas—R. M. Smith, Hot Springs Ry., Hot Springs; C. E. Swindell, St. L. I. M. & S. Ry., Texarkana.  
 California—  
 Colorado—Joseph Milner, B. & M. Ry., Denver; E. F. Lackner, Union Depot, Denver.  
 Connecticut—W. S. Wetherbee, N. Y., N. H. & H. Ry., Middletown; H. L. Stocking, N. Y., N. H. & H. Ry., Hartford.  
 Delaware—R. L. Appleby, P. M. & B. Ry., Wilmington.  
 District of Columbia—O. E. Newton, C. & O. Ry., Washington.  
 Florida—C. S. Beerbower, P. C. & P. Ry., Jacksonville; H. E. Day, Gainesville.  
 Georgia—F. J. Robinson, Columbus; A. B. Quinker, Macon, Ga.  
 Idaho—  
 Illinois—H. D. Leek, Relay Depot, East St. Louis; J. A. Robbins, Dearborn St. Station, Chicago.  
 Indiana—C. H. Adams, C. & H. & D. Ry., Indianapolis; E. E. South, C. C. & St. L. Ry., Terre Haute.  
 Iowa—C. F. Spaulding, C. M. & St. P. Ry., McGregor; Jas. Hunter, C. B. & Q. Ry., Des Moines, Ia.  
 Indian Territory—A. J. Peck, T. A. M. K. & T. Ry., Vinita, I. T.; J. O. Jones, T. A. M. K. & T. Ry., McAlester, I. T.  
 Kansas—E. E. Bleckley, Mo. Pacific, Wichita; H. C. Bossart, Hiawatha.  
 Kentucky—J. A. Murray, L. & N., Glasgow; S. T. Swift, Lexington, Ky.  
 Louisiana—W. J. Collins, 123 Center St., New Orleans.  
 Maine—S. H. Hellen, P. & R., Portland; F. O. Snow, B. & M., N. Berwick; C. C. Benson, Lewiston, Me. Cent. Ry.  
 Maryland—J. C. Lassen, B. & P., Baltimore; M. M. McLanahan, Williamsport, Md.  
 Massachusetts—J. L. White, B. & A., Boston; W. S. Rodiman, Conn. R., Northampton.  
 Michigan—J. S. Hawkins, Mich. Cen., Grand Rapids; J. F. Lamond, G. R. & I., Mackinaw City.  
 Minnesota—D. N. Gates, C. M. & St. P. Ry., Albert Lea, Minn.; V. D. Jones.  
 Mississippi—F. M. Comfort, E. T. & G., Meridian; J. R. Young, (Ala) Aberdeen.  
 Missouri—J. L. Williams, M. K. & T., St. Louis; E. J. Perry, K. C., Ft. S. & M., Springfield.  
 Montana—R. H. Spurrier, Union Station, Garrison.  
 Nebraska—T. R. Mason, Mo. Pac. Ry., Fall City.  
 Nevada—  
 New Hampshire—Alonso Elliott, C. & M. and B. M., Manchester; C. A. Wight, Mass.  
 New Jersey—L. William, Penna. Orange; D. B. Young, W. J. & C. & A. Ry., Atlantic City.  
 New Mexico—J. S. Nelson, A. T. & S. Fe, Hot Springs; A. J. Coats, Eagle.  
 New York—H. W. Hunter, N. Y. C. & H. R., New York; E. N. Blood, Union Depot, Buffalo, N. Y.  
 North Carolina—A. C. Boon, R. & D., Gibsonville; D. E. Sellers, Burlington.  
 North Dakota—  
 Ohio—Wm. Brown, Union Station, Cincinnati; L. W. Buckmaster, C. H. V. & T. Ry., Columbus.  
 Oregon—C. P. Houston, Sou. Pac., Junction City; A. R. Chapman, Victoria, B. C.

Pennsylvania—Henry Carpenter, Penna. R. R. Pittsburgh; C. D. Gladding, B. & O., Philadelphia.  
 Rhode Island—  
 South Carolina—B. K. Delorme, C. S. & N. Ry., Sumpter; S. S. C. McGrew.  
 South Dakota—F. W. Cole, C. M. & St. P., Parker; H. S. Kelsey, C. & N. W. Ry., East Pierre.  
 Tennessee—A. G. Pearce, III. Cent., Milan; J. T. Rodes, Fayetteville.  
 Texas—S. W. Bogy, St. L. & A. T., Corsicana; C. C. Oden, Union Depot, Dallas; J. M. Knight, So. Pac. Co., San Antonio.  
 Utah—F. L. Copening, Spanish Forks.  
 Vermont—G. T. Hazen, Cen. Ver., Windsor; P. F. Conkey, Fitchburg, N. Pownal.  
 Virginia—T. M. Ziegler, Shen. Val., Luray; R. H. Fisher, C. & O. Richmond.  
 West Virginia—M. C. Fuller, B. & O., Piedmont; H. G. Bowles, Monongah.  
 Wisconsin—A. C. Flanders, C. M. & St. P., Portage; H. C. Strong, C. & N. W., Baraboo.  
 Ontario—S. H. Palmer, Mich. Cen., St. Thomas; J. A. Dart, Mich. Cen., Ridgeway.  
 Wyoming—  
 Mexico—W. J. DeGress, Mex. Cent. Ry, Mexico.

## Our New England Letter.

(From our Regular Correspondent.)

THE month of May has been a little disappointing, especially to the young man who is anxious to spring his negligee-shirt-straw-hat-russet-shoes combination on a trusting public. It was a cold month and the farmers of New England planted their potatoes and peas under some disadvantages. This having to wear an overcoat and pair of mittens while sowing seed, and being obliged to put cayenne pepper and mustard poultices in each hill to warm up the seed and draw it to the surface, is not laid down explicitly in agricultural ethics. But June is here and it is a month of great expectations.

Many of our station agents are planning to visit the World's Fair, but still the majority will probably forego that pleasure. The difficulty of getting away a sufficient length of time, the large number of absentees, and incidentally in some cases, the anticipated cost, are some of the drawbacks. Unquestionably the fair is a great educator, and a visit of a month would be of incalculable benefit to a progressive railroad man. Railroad managers will no doubt recognize the fact, and as far as consistent allow their men an opportunity to visit the great exposition.

The tendency of railroad men to use profanity or at least questionable slang is often noticed. Especially is this prominent among the trainmen. Mankind in general is prone to emphasize or punctuate his talk with explosives, and the inborn tendency to show his natural independence often crops out; but the reason why he should take a way of showing it by adopting a habit which he knows is obnoxious to respectable people is not so easily



explained. If necessary to use expletives to make our words of greater force, why not choose from a vocabulary which at least would not shock the ears of our mothers and sisters. For a railroad man suppose we adopt a code which shall be appropriate as well as euphonious; for instance, something like the following:

Mildly Emphatic.	{ Crooked cowcatcher. Cantankerous carspr'g. Solitary sandbox.
Considerably Ruffled.	{ Hopping headlights. Bouncing bellcords. Jumping journals.
High Pressure Mad.	{ Whooping whistles! Ripping railjoints! Smashing smokesta'ks!

Is there a moral to all this? Of course there is. I knew a profane man once who decided to try the above plan, and determined to substitute for his habitual oath the expression "Crinkly cucumbers!" The oddity of the expression called his own and others' attention, and he awoke to the fact that he was using it about sixty times an hour on the average. Thus, to sum it briefly, he saw how unconsciously the habit of profanity had grown upon him; how unnecessary it all was, and so he finally dropped the superfluous words entirely. Explosives are sometimes valuable, but parasitic pyrotechnics are dangerous.

The New England Railroad Agents' Association at their May meeting presented a very pleasant entertainment, consisting of music and humorous recitations, all of which was highly appreciated by those present. Arrangements for the annual summer outing will be made this month.

#### THE RECORD OF A MONTH.

A. A. McLeod has resigned the presidency of the Boston & Maine railroad.

The Boston & Maine and Concord & Montreal railroads are not yet "hitched."

Important changes on the Old Colony system are predicted for July 1st.

George Mitchell, a telegraph operator at Shelburne Hills, Mass., was surprised by a burglar on the morning of May 13th. At the point of a loaded pistol Mitchell was compelled to open the money drawer, which, however, contained no funds, after which the burglar took him out to an empty freight car and locked him into it.

C. E. Thompson, an agent of the Boston & Maine railroad for twenty-eight years at Howe's station on the Lawrence branch, died very suddenly May 13th.

Stephen H. Nason, for thirty years a con-

ductor on the Old Colony R. R., died at his home in Roxbury April 20th.

Bourne station on the Old Colony R. R. was burglarized May 12th and a few railroad tickets stolen.

The station of State Line, N. H., on the Fitchburg railroad, has been made a prepaid station, and the agency discontinued.

M. E. Porter, who was agent of the Old Colony railroad at South Hanover, Mass., died April 23d, of pneumonia.

The freight house of the Starin Transportation Company at New Haven, Conn., was destroyed by fire May 7th.

Henry E. Chamberlin, for eighteen years agent of the Boston & Maine R. R. at Penacook, N. H., has retired and accepted the position of superintendent of the Concord Electric railroad.

W. R. Babcock succeeded A. C. Kendall as general passenger agent of the New York & New England R. R. May 1st.

Geo. E. Van Etten, formerly agent at Schaghticoke, N. Y., has been appointed agent of the Fitchburg railroad at Townsend, Mass., to succeed H. H. Whitney, the latter having gone west.

Burglars visited West Pownal, Vt., station in May, and took about four dollars in money.

#### THE DARK SIDE.

April 20.—Frank E. McNulty, freight conductor on Central Vermont railroad, killed at Lyndonville, Vt., by falling between moving cars.

April 22.—Frank Cowan, brakeman B. & M. R. R., crushed to death at Ayer Junction while coupling cars.

May 3.—William Logue, brakeman on the Old Colony R. R., crushed between two cars at Readville, Mass., and died shortly after.

May 6.—William Craine, brakeman Boston & Maine R. R., left arm injured while coupling cars at Somerville.

May 7.—William Gleason, freight brakeman Old Colony R. R., killed by falling between cars at Quincy, Mass.

May 7.—Elmer Mears, freight engineer Fitchburg railroad, struck in the head while entering Hoosac Tunnel, and skull fractured.

May 10.—James Donnelly, freight brakeman Fitchburg R. R., asleep on track at Charlemont. Struck and instantly killed.

May 19.—Charles Wilson, brakeman Boston & Albany R. R., run over and instantly killed at Boston.



May 22.—Daniel T. Lyons, brakeman Boston & Maine R. R., badly crushed at Boston.

May 22.—John Cook, brakeman Old Colony R. R., left leg crushed while on Providence division.

May 22.—Lawrence Smith, car inspector Fitchburg R. R., at Williamstown, Mass., run over by tender of engine. Severely injured.

May 25.—George Dadmun, brakeman Old Colony R. R., killed at So. Sherburn, Mass. Fell from train.

G. A. R.



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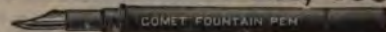
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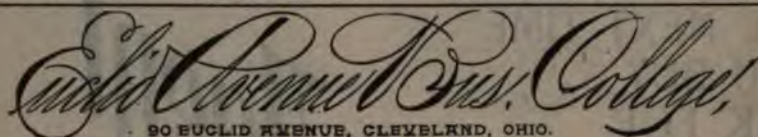


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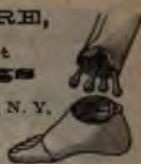

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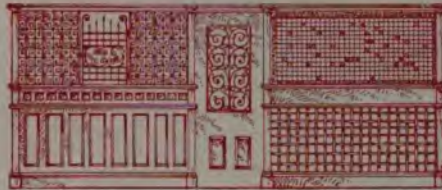
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# The Station Agent

A  
MONTHLY MAGAZINE  
devoted to the Interests of  
TICKET AND FREIGHT AGENTS  
AND THE  
TRAFFIC DEPARTMENTS  
OF THE  
RAILWAY SERVICE

VOL. IX.

JUNE, 1893.

No. 4.



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FORTY MINUTES AWAY  
FROM NIAGARA FALLS.



# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.*

VOL. IX.

JUNE, 1893.

No. 4.

## CLASSIFICATION OF STATIONS.

[Written for THE STATION AGENT BY A. R. VAN GIESEN, MONETT, MO.]

I HAVE been watching THE STATION AGENT quite closely to see if some of your contributors would not suggest something in reply to your several invitations for communications on the subject of agents' salaries, and also have your letter of February 28 requesting one from me to cover the same topic. I admit a trifle of pride in your flattery, and confess it almost determined me to say or write nothing for fear of your disenchantment. But this fear is the child of a cowardice that, under the circumstances, I shall not allow to control. I have views and plans which, though they may be pronounced impracticable and absurd, I believe would solve the problem of a satisfactory way to agents and to companies alike. As I have a theory and plan in regard to the formation and government of transportation companies, which if carried out would result in the abolition of Interstate Commerce Commissions and all the corrupting and annoying machinery and influences that are an inevitable part of these agencies, and which are sapping the foundation of society and resulting in the constant wars of opposition to, and we might almost say of confiscation, that seem to possess the minds and souls of many of our legislators and legislature toward the transportation lines that they affect to believe it their duty to regulate.

It appears to me that the object of increasing agents' wages is not so difficult of attainment as at first blush it seems. The first step towards that desirable end is to prove that the traffic gainers and revenue makers of the service are worthy of a better wage and are underpaid. These facts are of easy attainment. Most officials already admit this, especially the broad-minded ones whose education has been partly gained in station service. I have heard one of the most successful general managers in the west repeatedly admit that railroad agents were the poorest paid mental and manual laborers. He goes on paying them in

this manner simply because there has been no properly organized effort to correct it. He often declared that a certain agent was not paid enough to induce him to sit on a chair and twist his thumbs for the hours he was expected to serve, let alone the duty of being at times a statesman, a diplomat, a banker, a broker, always a book-keeper, and last though not least, an all-round business man. He said this particular man would not disgrace a Congressional district as its representative or a State as a senator, and he certainly did not his State as a brigadier general in the late war. This general manager advocated a flat salary without additions of any kind. In this we may take issue with him, as no two stations, though classing alike, should pay exactly the same salary or wages. This leads up to what we advocate. First, all stations should be classed not by the amount of business done, but under and by the circumstances that surround them. The contiguity of competing influences, the opportunity for the upbuilding of business by favorable descriptions of the needs of communities, the business needs or crop prospects and opportunities, and other methods of increasing traffic. In this connection I will give an item of personal experience that I closely watched from the year 1873 to 1880. I was then located in Shelby county, Ill., a few miles from the line of Coles, and had been many years an agent in the latter county. Piatt, Douglas and Moultrie counties were all heavy cultivators and exporters of broom corn, and were making more money than Shelby or Coles, both better counties. During the fall of '74 a number of articles urging the more general cultivation of broom corn in Shelby and Coles counties appeared in the local papers, and the succeeding year such articles crowded these papers. We do not know what influence these articles had in helping to make the latter county the greatest broom corn producing area in the country, but we believe they



were influential factors toward that end. I know two railroad agents wrote many of these articles. They were traffic gainers or revenue makers, as you please.

But I am drifting from the classing of stations to that of men and will return to the former. Suppose we divide stations into four groups, as follows: Let the first embody purely non-competitive stations; the second those of competitive territory; the third divisional, and fourth the market and distributing points. Into the first class place all purely local stations where the forces of competition exert little or no influence. Into the second stations at crossings with other transportation lines, or in territory so nearly contiguous as to feel the influence of the same. Third division stations, or stations where officials are located who call for duties from agents that are not a part of their traffic duties; and in the fourth the terminals, marketing, distributing, and points of heavy interchanges with connecting companies. This it appears is a sufficiently clear division of stations to enable anyone to classify them.

If we can now classify agents as readily or as clearly, we can see no reason why the wage question should appear so formidable. In classifying men it is usual to have no one cover those of highest attainments and most responsibility, but as our classification of stations has reversed this order we will do the same with our compatriots, putting in class one the great army of agents at local stations at which competition exerts little or no influence, and where the normal condition does not require more than average ability. Even for this class of stations only men sufficiently well versed in the principles of book-keeping to be able to make out a balance of their own as well as company accounts should be employed. Generally these are also telegraph operators. When such the technical in that art, as well as their own proficiency in its practice, should be considered. Agents for class No. 2 are the men whom companies expect to secure their share of traffic. Only diplomats who can meet the competitor and talk until that seems to have been invented to conceal real meaning, or can do so without revealing their own plans, are qualified for these stations.

Class No. 3 includes agents at division stations where are located officials of different degrees. These men, by their peculiar positions, are frequently called upon to do work that borders on that of officials. If efficient, their records are so kept that they are frequently referred to by the active departments into which railroad service is divided, that is,

operating or transportation; the traffic in both lines; the revenue; the mechanical, and even the right of way, or road. It would seem that these stations would be best filled by statistically inclined minds. Yet some conspicuously successful managers have grown from agencies of this class. For our fourth class, that is, the agents at the terminals, the marketing, distributing and great interchange points. To be successful they should combine all of the qualities that we have described as necessary to the success of the other classes, and should add to these high executive ability. The question now comes, does this division of stations and classification of agents afford a basis on which we may gauge the salaries to be paid. We think it does, for if managers will make a living rate for those of class No. 1 their own interests in the securing of competent men for the other classes of stations would dictate and secure a liberality that would prove satisfactory to the agents of those classes. To say what this basing rate should be I do not arrogate to myself the ability to do, but I know very well that such a division of agents would compel a decision of that point by the powers that control salaries that would be final and I believe satisfactory. The basing rate should not, of course, be the entire salary. This should be a living. The profit, or saving, should come from a profit sharing consisting of per cents on business transacted. For the success of a movement having this great object in view, there are things that we may do that shall contribute to that end. Let us prove by an improved service that we are worthy of our increased pay. Let us insist that certain qualifications shall be possessed by those who are given positions in the station service that may finally result in their advancement to agencies. Let us insist that Honesty, Sobriety, Intelligence and Industry shall be necessary virtues for those applying for service, and let us accept none who cannot bring unquestionable credentials of the possession of these virtues, and let us refuse to indorse those who do not exercise the same. Let us help to rid the service of those whose whole aim seems to be to hold positions with the least possible return on their part of mental or physical effort.

Let us strive to increase revenue and prevent its loss by every means at command, and when new or improved methods to this end are discovered let each and all try to adopt them. We believe nothing more is needed to secure that recognition of the value of our guild than is covered by these suggestions, and that shall carry with it a pay that will once more place the agents in the line of promotion.



### A Cheerful Catastrophe.

#### MAJOR LITTLE'S BEAUTIFUL WEDDING AND BRILLIANT RECEPTION.

PIETOWN, May 1st, 1893.

I was in at the death! That is, I mean, the marriage. The bride looked lovely and the old war horse, Major Little, went over the entire course without casting a shoe.

I have no recollection of it myself, but my first wife's sister tells me that when I became a member of her family in the State of Ohio a great many years ago, and which was at that time considered to be in the far west, the ceremony consisted in my appearing with my intended before a Justice of the Peace and who, we having seated ourselves a moment while he cleared enough tobacco out of his mouth to enable him to speak, suddenly shot us over the line from the state of Ohio to the state of matrimony in these direct and vigorous words: "Arise! Grab hands!!! Hitched!!! Six dollars!!!!" Ah, me! that was long ago, and since then I have often strongly berated myself for having been so wasteful with my money in my youth. I have only referred to this ancient calamity, however, to bring it into comparison with the quiet, simple and yet beautiful and impressive marriage of Major J. A. Little to Miss Margaret Regina Hickey, by the Rev. Father Gallagher, in the Cathedral of St. Peter and St. Paul, at Philadelphia, at 5 o'clock on the afternoon of Wednesday, April 26th, 1893. The Cathedral is one of the most beautifully located and furnished churches in the city, and upon this occasion, with the soft afternoon light of the early Spring day streaming mellowly in through the open doors and highly ornamented windows to meet the golden glow of the altar's rich illumination, it looked more handsome and graceful than usual. And when the wedding party marched up the long, broad aisle, stood at the altar while Father Gallagher performed the ceremony in his deep, musical tones, and then took their way out again, it seemed to take on even a brighter and more cheerful tone, as though it were spreading a halo of happiness over the just wedded pair and sending them forth into their new world with the best wishes for a glad and prosperous future.

The bride was elegantly dressed in white bengaline, en train, with a deep trimming of duchess lace and festooned with white hyacinths; a tulle veil was gracefully fastened to her head with a spray of white hyacinths and she carried a bouquet of bride roses. At all times a strikingly pretty and attractive girl, she was radiantly lovely in her bridal attire.

Her sister, Miss Minnie Hickey, was bridesmaid, and was dressed in corded white satin damask, with lace trimming and caught here and there with violets, making a very beautiful and charming support to the bride. Major Little and his best man, Mr. Warner McKinsey, wore clothes. Not necessary to describe *them*. Everybody knows what a man's clothes are like. The Major beamed with happiness and Mr. McKinsey looked as if he would hold the Major up to the ceremony if it took all the hump out of his nose to do it.

It was a very pretty wedding and let us all say, as said some good old woman as the couple passed her pew on their way out of the church, "God bless them!"

A large and magnificent reception was held at the home of the bride on the evening of the wedding. Guests were there from as far east as Boston and as far south as Baltimore. Of course all the I. A. T. A. and Q. C. A. boys in get-at-able distance were there in high spirits and full dress suits, except Billy Raynor. He distinguished himself by appearing in the extremely aesthetic costume of a red flannel shirt and a pair of green tights. It is suspected that Raynor thought he could eat more with this rig on than the conventional form of dress.

The gathering was particularly notable for the number of military gentlemen present. This, of course, was in honor of the Major's popular army relations. There was General S. H. Wallace; Col. T. P. Vaille; Commodore Mark A. McGrillis; Captain C. G. Cadwallader; Lieut. Harry Martin; Brigadier General J. M. Cardeza; Ensign Bearer Ed. R. Wallace; Corporal Elwood Ramsey; Sergeant Fine Cut Price; Drum Major Geo. M. Palm; Commissary William Raynor, and a score or more of others.

A host of pretty girls added to the charm of the evening, and dancing and refreshments galore came in, the one to meet the eager tap of Joe Cardeza's twinkling feet and the other to solace the cravings of Billy Raynor's appetite. And it was evident from the bewildering variety and prodigal abundance of the refreshments that Raynor was expected, though he afterwards declared that he had to go home early and had only eaten, so far as the cake was concerned, but 49 slices—one for each year of his life. An exquisitely pretty girl in the party, and just as bright as she was pretty, listened with wide-eyed astonishment to Mark McGrillis tell how Raynor always ate red pepper on his lamp wicks. She doubted the assertion but she was too polite and sweet to say so. A half hour later when she saw Raynor



busily eating grated nutmeg and unslacked lime on his cantelope she no longer hesitated to believe that it was just as Joe Cardeza's friend "Seldom Seen" had said, and that Raynor really did spread vaseline on his roast pork and butter his stove polish with white lead before eating.

One room was set apart for the display of the presents, of which there were in the neighborhood of 135 or 140; and such a beautiful and useful and elegant collection is not often seen. While a number of the Quaker City Association boys had sent individual presents, the members as a body sent a very handsome banquet lamp, in polished brass and onyx and with a gorgeous canopy of yellow silk, something they said to beautify the young couple's present and light them on to a brilliant future. The Major felt particularly pleased over this distinguished mark of the Association's friendly feeling for him, and he and his wife, thanking, as they most heartily do, the members of the I. A. T. A. and Q. C. A. for their individual gift, are especially grateful to the Quaker City Association for this splendid manifestation of its good-will. Occupying a position of honor on a separate table was the noble pie which the Major had received at the Association meeting a few evenings before. It was still intact, but gave odorous evidence of the fragrant orange blossoms which Florida Thompson lately sent from the flowery south, and which went to make up a goodly part of the ponderous pie's mysterious interior.

There was general regret expressed that (dis-)Orderly Jack Rogers had failed to answer roll call, wearing, as he expected, his three best pieces. If Jack had known of the many lovely and fascinating girls there no power on earth—or in the Northern Pacific Round Houses—could have kept him away. Brevet Col. Billy Conard sent word he could not be on hand for the reception, but promised to come out on the next washday and hang up the clothes for them.

At one time during the evening Mr. and Mrs. Ramsey, Captain Cadwallader, Major Little, Watermelon Cardeza, Mark McGrillis and Impunity Hopkins helped to make up a couple sets of what they called "An Old People's Quadrille," and which they danced in a royally lively style in memory of the I. A. T. A.'s round-up at Cinnabar in 1891.

The extreme popularity of the genial and jovial groom and the general spirit of hearty sociability which prevailed, made the evening a perfect deluge of merriment. The stream of fun ran fast and furious, and if ever a couple had a joyful send off upon the rosy sea of mat-

rimony that couple was mirthful and gallant. Major Little and his bewitching and estimable wife.

Amid a blinding storm of rice and a brisk bombardment of old shoes the Major and his bride set off at eleven o'clock for a tour to the north and east. Upon their return they will take up their residence in a cozy little home of their own in West Philadelphia, where the Major hopes the I. A. T. A. and Q. C. A. boys will often spend a week with him, and where the I. A. T. A. will always hold its annual conventions.

It was the modestly expressed, though firmly determined, sentiment of the bride that she wanted but "Little—J. A. Little—here below, but wanted that Little long." And may it be so! May he live a thousand years to guard and keep her with his love and help, and may she in turn live to bless him with the sweetness of her presence and the comfort of her care.

RARELY METWITH.

#### Organized Labor and the Railways.

THE *Railway Age*, in a recent issue, devotes considerable space to the above subject, and gives two articles bearing on this important question—one an abstract from a recent address by Justice Brewer before the New York State Bar Association, and the other a contribution from the pen of H. H. Porter, chairman of Chicago & Eastern Illinois Railroad. While the subject is in many respects ably handled, it is unfortunate that it is viewed only from the standpoint of the corporation, a fault very common with those whose personal interests lie in this direction. Justice Brewer, after reviewing the relations between the public and the individual, says:

"Here there is no monarch threatening trespass upon the individual. The danger is from the multitudes—the majority, with whom is the power. This movement expresses itself in two ways: first, the improper use of labor organizations to destroy the freedom of the laborer and control the uses of capital. I do not care to stop to discuss such wrongs as these—preventing one from becoming a skilled laborer by forbidding employers to take more than a named number of apprentices; compelling equal wages for unequal skill and labor; forbidding extra hours of labor to one who would accumulate more than the regular stipend. That which I particularly notice is the assumption of control over the employer's property and blocking the access of laborers to it. The common rule as to strikes is this: Not merely do the employees quit the employment, and thus handicap the employer in the use of his property, and perhaps in the discharge of duties which he owes



to the public, but they also forcibly prevent others from taking their places. It is useless to say that they only advise—no man is misled. When a thousand laborers gather round a railroad track and say to those who seek employment that they had better not, and when that advice is supplemented every little while by a terrible assault on one who disregards it, everyone knows that something more than advice is intended. It is coercion, force; it is the effort of the many, by the mere might of numbers, to compel the one to do their bidding. It is a proceeding outside of the law, in defiance of the law; and in spirit and effect an attempt to strip from one that has that which of right belongs to him—the full and undisturbed use and enjoyment of his own. It is not to be wondered at that deeds of violence and cruelty attend such demonstrations as these; nor will it do to pretend that the wrong-doers are not the striking laborers, but lawless strangers who gather to look on. Were they strangers who made the history of the "Homestead" strike one of awful horror? Were they women from afar who so maltreated the unsundered guards; or were they the very ones who sought to compel the owners of that property to do their bidding? Even if it be true that at such places the lawless will gather—who is responsible for their gathering? Weihe, the head of a reputable labor organization, may only open the door to lawlessness, but Berkman, the anarchist and assassin, will be the first to pass through; and thus it will be always and everywhere.

In the State of Pennsylvania, only last year, to such an extent was this attempt of an organization to control both employe and employer carried that there is now pending in the courts of the State, upon the concurrent advice of all the justices of its Supreme Court, an inquiry as to whether this disturbance of social order did not amount to treason. And this is but one type of multitudes of cases all over the land. This is the struggle of irresponsible persons and organizations to control labor. It is not in the interest of liberty—it is not in the interest of individual or personal rights. It is the attempt to give to the many a control over the few—a step towards despotism. Let the movement succeed, let it once be known that the individual is not free to contract for his personal services, that labor is to be farmed out by organizations, as to-day by the Chinese companies, and the next step will be a direct effort on the part of the many to seize the property of the few.

The other form of this movement assumes the guise of a regulation of the charges for the use of property subjected, or supposed to be, to a public use. This acts in two directions: One by extending the list of those things, charges for whose use the government may prescribe; until now we hear it affirmed that whenever property is devoted to a use in which the public has an interest, charges for that use may be fixed by law. And if there be any property in the use of which the public or some portion of it has no interest, I hardly know what it is or where to find it. And second, in so reducing charges for the use of property which in fact is subjected to a public use that no compensation or income is received by

those who have so invested their property. By the one it subjects all property and its uses to the will of the majority; by the other it robs property of its value. Statutes and decisions both disclose that this movement with just these results has a present and alarming existence. A switching company at Minneapolis had for eight years been operating under charges of \$1.50 a car. With such charges it had not during that time paid off a floating debt incurred in construction, nor a dollar of interest or dividend to those who had invested in its stock or bonds. Without a hearing before any tribunal the State of Minnesota, through its railroad commission, reduced these charges to \$1 a car. Of what value would the ownership of that property be to its owners; and how soon would all semblance of title be swept away under foreclosure by the unpaid bondholders? Sometimes there is an appeal from a majority, and that effort at confiscation failed. And yet that the effort was made, and that it did receive some judicial sanction, is but a revelation of the spirit which lies behind and prompts the movement, and of the extent to which it has taken hold of the public mind.

There are to-day \$11,000,000,000 invested in railroad property whose owners in this country number less than 2,000,000 persons. Can it be that whether that immense sum shall earn a dollar or bring the slightest recompense to those who have perhaps invested their all in that business, and are thus aiding in the development of the country, depends wholly upon the whim and greed of that great majority of 60,000,000 who do not own a dollar? It may be said that that majority will not be so foolish, selfish and cruel as to strip that property of its earning capacity. I say that so long as constitutional guarantees lift on American soil their buttresses and bulwarks against wrong, and so long as the American judiciary breathes the free air of courage, it cannot.

It must not be supposed that the forms in which this movement expresses itself are in themselves bad. Indeed, the great danger is in the fact that there is so much of good in them. If the livery of heaven were never stolen, and all human struggles were between obvious right and conceded wrong, the triumph of the former would be sure and speedy. Labor organizations are the needed and proper complement of capital organizations. They often work wholesome restraints on the greed, the unscrupulous rapacity which dominates much of capital; and the fact that they bring together a multitude of tiny forces, each helpless in a solitary struggle with capital, enables labor to secure its just rights. So also, in regulating the charges of property which is appropriated to a public use, the public is but exercising a legitimate function, and one which is often necessary to prevent extortion in respect to public uses. Within limits of law and justice labor organizations and state regulation of charges for the use of property which is in fact devoted to public uses are commendable. But with respect to the proposition that the public may rightfully regulate the charges for the use of any property in whose use it has an interest, I am like the lawyer who, when declared guilty of contempt, responded promptly



that he had shown no contempt, but on the contrary had carefully concealed his feelings.

Now, conceding that there is this basis of wisdom and justice, and that within limits the movement in both directions will work good to society, the question is how can its excesses, those excesses which mean peril to the nation, be stayed? Will the many who find in its progress temporary and apparent advantages so clearly discern the ultimate ruin which flows from injustice as voluntarily to desist? Or must there be some force, some tribunal, outside so far as possible, to lift the restraining hand? The answer is obvious. Power always chafes at but needs restraint. This is true, whether that power be in a single monarch or in a majority. All history attests the former. We are making that which proves the latter. The triple sub-division of governmental powers into legislative, executive and judicial recognizes the truth, and has provided in this last co-ordinate department of government the restraining force. And the question which now arises is whether, in view of this exigency, the functions of the judiciary should be strengthened and enlarged or weakened and restricted. As might be expected, they who wish to push this movement to the extreme, who would brook no restraint on aught that seems to make for their gain, are unanimous in crying out against judicial interference, and are constantly seeking to minimize the power of the courts. Hence the demand for arbitrators to settle all disputes between employer and employes, for commissions to fix all tariffs for common carriers. The argument is that judges are not adapted by their education and training to settle such matters as these; that they lack acquaintance with affairs and are tied to precedents; that the procedure in the courts is too slow, and that no action could be had therein until long after the need of action has passed. It would be folly to assert that this argument is barren of force. There are judges who never move a step beyond what has been; who would never adjudge the validity of the plan of salvation without a prior decision of the master of the rolls, or the queen's bench, in favor of the doctrine of vicarious sacrifice; and it is true that proceedings in the law courts do not anticipate the flight of time. But the great body of judges are as well versed in the affairs of life as any, and they who unravel all the mysteries of accounting between partners, settle the business of the largest corporations and extract all the truth from the mass of sciolistic verbiage that falls from the lips of expert witnesses in patent cases, will have no difficulty in determining what is right and wrong between employer and employe, and whether proposed rates of freight and fare are reasonable as between the public and the owners."

"Owing to the large increase in business the Cleveland Iron Ore Paint Company, of Cleveland, Ohio, have been compelled to largely increase their output. They have added a new engine and other machinery, and are now in a condition to fill all orders promptly and with the finest of paints."

### Our Chicago Headquarters.

THE Station Agent's headquarters at Chicago is proving a benefit to the agents. Many could not attend the fair at prices demanded in some sections. The prices secured for the agents are extremely favorable, and every agent should not only take advantage of the service offered, but should lend his assistance to make it a success by sending his friends.

Every agent who can do so should induce his friends and patrons to provide themselves with contract tickets. These tickets absolutely guarantee satisfaction, as no money is paid into our bureau by the agent until we have satisfied the holder of the ticket, and have so advised the selling agent. That satisfactory service is rendered to the agents who depend upon our locating bureau we refer to any of the following, who are among those who have been there: H. L. Miller, Transfer Station, Council Bluffs, Ia.; D. L. Batchellor, agent Santa Fe, Osage City, Kan.; F. K. Weaver, agent Allegheny Valley Railway, West Penn. Junction, Pa.; D. F. Richards, agent P. & L. E., Lowellville, O.; W. I. McKee, agent B. & O., Sherwood, O.; John Ryzctk, agent M. & St. L., Waseca, Minn.; H. N. Alvord, agent Texas & Pacific, Minneola, Tex.; H. A. Guilfoyl, agent M. & N. E., Manistee, Mich.; J. E. Cooling, agent Northern Pacific, Rice's, Minn.

### "Among the Ozarks."

THE LAND OF BIG RED APPLES is the title of an attractive and highly interesting book recently issued. It is handsomely illustrated with views of South Missouri scenery, including the famous Olden fruit farm of 3 000 acres in Howell county. It pertains entirely to fruit raising in that great fruit belt of America, the southern slope of the Ozarks, and will prove of great value, not only to fruit growers, but to every farmer and home-seeker in other States looking for a farm and home. Mailed free. Address J. E. Lockwood, Kansas City, Mo.

The Missouri Pacific general passenger department has issued a very attractive folder calling attention to the adoption of the Pintsch gas-lighting system for its passenger cars, which is a decided improvement. In the reading matter are embodied some thoughts on light by "Gath," who writes as he rides, and appreciates the advantages of the Pintsch lamp. The Missouri Pacific trains are now equipped with the Pintsch light as an additional feature of comfort for travelers.



### Official Indorsement of Organization.

MANY agents, as well as other railroad employees, have expressed doubts as to the benefits of organization, and have been lukewarm in their support of the various brotherhoods representing their own particular branch of the service. In this connection the address of President H. S. Haines, of the American Railway Association, comprising hundreds of the leading railway officials of the country, is particularly interesting and instructive. It will be seen that Mr. Haines is a strong advocate of organization, and if such a policy is of benefit to officials, how much more so must it be to employees, who have so little opportunity for interchanging ideas or working together in harmony. We commend the following article to every reader of THE STATION AGENT. It is not only interesting from the standpoint of the railroad student, but the position taken in regard to co-operation is significant as coming from a prominent official. We quote:

The general manager of a railroad is burdened with a responsibility which others cannot share with him. He may invite their opinions, but if he acts upon them he must assume them as his own. It is sometimes difficult for him to make other minds comprehend his reasons for doing things one way rather than another; perhaps there are conflicting conditions so nearly balanced that his decision is rather the result of a judgment matured by long experience than of a definite reasoning from cause to effect. Only a man of positive character can have the executive ability requisite for such a position, and such a mind trained in this way tends to the isolated condition to which I have referred, and it is with this in view that I have laid some stress upon the incidental advantage to be derived by such men from affiliation with their peers in the committees and in the meetings of our association.

Though I speak of that benefit as incidental which follows from the interchange of conflicting views between railroad managers, I do not mean thereby to lessen its advantage to them, nor its value to the interests which they represent.

It has a narrowing effect upon any man to go by himself and do his own thinking, and this is eminently true in thinking about the multifarious aspects of railroad management. One man cannot know it all. The more earnest he is the more probable it is that he will gradually draw away from the broad road along which the consensus of experience is guiding his fellows, into a pathway where he is neither seen himself nor can see what others are doing.

It is particularly unfortunate when a railroad manager follows this course in matters which involve the operations of connecting railroads, or which could be more satisfactorily handled in concert with their managers. The more extensive the railroad system entrusted

to the management of one man the greater the possibility for him to become isolated in the way that I have described, and when I consider that here, in this great city, there are concentrated more miles of railroad under the management of fewer men than in any other city in the country, it seems to me that this is the proper place to make an appeal to our western members to increase their interest in our work, and to invite those who have thus far held aloof to come with us and give us their assistance in carrying out the objects for which our association has been formed.

The resources thus created by co-operation are available for the purposes of each railroad company in our membership, and any one of you who will call to mind that this membership now represents a mileage of 128,000 miles, or nearly eighty per cent. of the total mileage in this country, can perceive what strength there is in such a union, what opportunity for mutual profit in thus standing together for the common welfare.

The tendency of the social forces which have been developed under our present form of civilization is toward co-operation. Complain of it, oppose it, legislate against it, but it is in vain, for this is a characteristic feature of the age in which we live. Other interests recognize it and avail themselves of it, and why should it be disregarded by the most important interest in the country—the interest, in fact, which has made our country what it is. Competitors though railroad companies may be for traffic, they have a common interest in securing to their patrons the best service, and to their stockholders the most economical methods of operation. These are the objects for which we have associated ourselves together, and which can be most surely attained through such co-operation, for what is the effective force of even the largest railroad corporation in this country as compared with the influence exerted by an associated mileage equal to that of all Europe?

And when we look ahead to the task which is to be undertaken in the near future by the railroad managements of this country, they may well call on each other to rally together in a common effort to accomplish what will be expected of them.

I have said that one characteristic tendency of the age in which we live is co-operation. There is still another—specialization—and just as there is a tendency to specialize in manufacturing and in the professions, so there is a tendency to specialize in the operations of railroads.

At first railroads were operated with mixed trains, then the passenger service was separated, through service from local service, and now we have limited or suburban passenger trains, cattle trains and perishables, and refrigerator trains, all evidences of this tendency to specialize as the traffic increases in extent and becomes more diversified in character. But it is not alone the train service which is thus specialized; the time comes upon roads with rapidly increasing business when these varieties of train service cannot be all conducted upon the same track, and we see roads double-tracked to separate the trains running in opposite directions, and even four-



tracked roads to separate the passenger from the freight train service. This separation of tracks, as well as trains, has not reached its ultimate limit. We have increased the capacity of our freight cars, the number of cars in a train and the number of trains in freight service as well as in passenger service. On most of our roads we have these trains running along on the same track at different speeds. We are abandoning the effort to keep these trains at safe distances apart by time intervals, and are adopting space intervals instead. What we know as the permissive space interval we feel must be superseded by the absolute space interval. The maintenance of this space interval by human agency, frail and at times negligent, is being replaced by automatic devices which neither sleep nor forget. With more frequent and faster trains the space intervals must be shortened until the limit is reached within which a train can be stopped on signal, and yet the public cries for more! For more speed! For more frequent service!

When mechanical engineers speak of a possible speed of a hundred miles per hour, I ask myself where is the railroad upon which such a speed is to be maintained for even one hour at a time? Is there such a road in existence in this country to day? This may well be termed "an iridescent dream" of the engineer until the thoroughfare has been provided upon which it can be realized. It must be a thoroughfare indeed, with a surface like a billiard table, without grade crossings, with frequent signals protecting the train absolutely for at least one mile in front and rear, and the continuity of the rails in that interval likewise secured and indicated by signal. Gradients and curves must be dominated by a recognition of the rapidly decreasing ratio of efficiency where momentum is one factor as against gravity and centrifugal force. Where is there such a road in this country? A road where a scheduled passenger train speed of one hundred miles per hour can be maintained for one hour? You will all agree with me in saying that there is not one. And yet the theorists are demonstrating that it is possible, the newspapers are spreading the news, and soon the public will think they ought to have it. Once they get that notion well fixed in their minds some enterprising manager will try to give it to them, and then others will follow suit. But as none of you have the ideal road for such service, you will do in the future as you have in the past. You will eke out the deficiencies of your roadway by drawing upon that reserve of ingenuity in device and of fertility of resource which seem to spring eternal in the brain of a typical railroad man.

And it is not alone in passenger train service that this increase in speed will be demanded. When our freight trains can be operated entirely with power brakes and vertical hook couplers, what an improvement there will be in their speed also, thus increasing the complication in which your service is to be involved.

I have said that these difficulties are to be solved by ingenuity and by fertility of resource. But these brain forces must have material substance upon which to act. You cannot throw away the roads that you have. You

must make them better fitted for the new service demanded of them. And here you are brought face to face with a familiar acquaintance—the financial bugbear—where is the money to come from? From income account? You know well enough what it is to have to explain an increased ratio of expenses to earnings, and you will be eager for a betterment account to be provided for by the sale of bonds or stock or in any other way except by a charge to operating expenses. But when you shift this burden from your own shoulders to the broader backs of the president and board of directors, you have only put off the evil day for yourselves, for with increased bond or stock account, there must come a like increase in surplus available for fixed charges or for dividends.

That accelerated speed means improved appliances, and that improved appliances mean further expenditure which means the necessity for greater net revenue, is a chain of reasoning which, with men of your experience, calls for no argument. To reach these results the first necessity is money, and this money must come directly or indirectly from those who are to be benefited by the improved service. If they want it they must pay for it. And here you must appeal to the traffic department for better rates, for you are steadily approaching the point at which the unit of operating cost cannot be further reduced. Steel rails, iron bridges, heavier engines, and cars of greater capacity have yielded up to you most of their available help. What remains to be saved in that way is but little. There is yet something to be looked for from better fuel performance and from the preservation of crossties and timber, but otherwise the outlook for decreasing the cost per train mile and per car mile is not inviting, unless it may be in the direction of better methods and of better discipline. Here we are again brought in contact with the motto of the American Railway Association, "the development and solution of problems connected with railroad management in the mutual interest of the railroad companies of America." Here we have the two characteristic tendencies of our times brought together—specialization and co-operation, and here it is that each of you has need of the others in order that what is lacking in money to meet these demands for better service may be made good by your joint experience and ability, and by bringing to the aid of the association the ingenuity, the observation, the experimental research which is possessed by the staff of loyal, earnest and zealous men which each of you have about you, and from whom must come those who are to do your work when you are gone. In the organization of our association there is opportunity for these men to serve on our standing committees, and in doing our work they are also serving themselves.

Let me then repeat my entreaties that you should one and all renew your interest in our affairs, that you shall recognize that they are your affairs,—affairs of as great moment to the corporations which you represent as are the matters for which you are individually responsible. Make it a point to attend the meetings, to take your part in the committee work.



Do not leave a few men as busy as yourselves to take all this burden for your benefit. Respond promptly and completely to the circular letters calling upon you for information. When you receive a telegram calling upon you to render some special assistance, either personally or otherwise, give your mind to it and see that the help is given. This is the sort of co-operation that is wanted to make our association fulfill its beneficial purposes,—purposes in which the welfare of the traveler, the shipper, the employee, the official and the stockholder are alike involved.

I speak from experience as to the good which the association has done, and by the light of that experience I see what more it can do if you will be but true to yourselves and to your companies which make up the membership.

### The American Railway Union

THE American Railway Union is the name of a new organization among railroad employees, which aims to consolidate all existing brotherhoods, and bring about concerted action and harmony between the various branches of the service. Mr. E. V. Debs, for years prominently connected with the Brotherhood of Locomotive Firemen, is prominently identified with the new order, and in a recent interview thus outlines its objects and policy:

In answer to a question Mr. Debs stated that the primary purposes of the organization were, first, the education of its members; second, the abolition of strikes; third, the maintenance of harmonious relations between employers and employees, and fourth, minimizing the cost of membership.

"Have labor organizations as now existing proven successful?"

"Yes, to a certain extent, but owing to imperfect methods most of the organizations have failed to meet requirements. In numerous cases imperfect organization has been fruitful of great harm to railway employees. Ill advised strikes have occurred through which men have lost their situations, and have otherwise suffered. This would not have been possible had there been a perfect organization such as is now contemplated. It is generally admitted by thoughtful students of the labor question that there are too many organizations and not enough organization. The purpose now is to organize all railway employees in their several departments for the good of all."

"What proportion of railway employees are members of organizations?"

"In round numbers, there are in the United States, Canada and Mexico about 900,000 railway employees, of which not to exceed 150,000 are members of the several organizations."

"How many years have the various organizations been in existence?"

"From one to thirty years, the average being probably fifteen years."

"How do you account for this vast army of unorganized employees after so many years of effort at organization?"

"First of all, the excessive cost of membership incident to the complicated machinery of the various organizations. In numerous cases men lose their situations and are unable to pay their dues, and as a result they are expelled, and the insufferable stigma of being scabs is placed upon them. In most cases expulsion is the penalty of misfortune, and the men who are expelled naturally harbor feelings of resentment toward organized labor. These expulsions number thousands of excellent men who are thus made hostile to the organizations to which they were formerly loyal. Then again, labor organizations have pursued and persecuted those who have not seen fit to join them. Nothing is more natural than that the men will revolt against an organization that persecutes them for no other reason than that they do not choose to join it. A policy under which a non-union man is treated as well as a union man is as sure to win him to the ranks as the present policy has been to provoke his hostility."

"Of what classes of employees is the new organization to be composed?"

"Of all the employees in the service. There is to be no distinction and no discrimination. All are to be received in the several departments in which they are engaged. All will meet upon a basis of absolute equality."

"What is to be the plan of organization?"

"Briefly stated, there is to be a board of directors composed of representatives of each department in the service who shall be chosen by the delegates in convention assembled. This board is to have supervision of the affairs of the organization. The one man power will be abolished. In all matters pertaining to the policy and the general work of the organization the board alone is to have jurisdiction. This board is to sustain about the same relation to the organization that the board of directors does to a railroad corporation."

"Will grievance committees be maintained?"

"One of the fruitful sources of discontent and unrest in the past has been the large number of standing grievance committees. In many cases these committees have been the means of fermenting trouble where otherwise there has been peace. There is no necessity of standing grievance committees where there is a thorough organization such as we contemplate."

"Will there be any secret sessions or secret work?"

"None whatever. There will be no signs, or grips or pass words; neither will there be any obligations such as are now taken. So far as the sessions are concerned, they will be open to all, for there will be nothing in the methods or work of the organization that will not bear the light of day. Hitherto there has been too much mystery surrounding labor organizations. The public has been kept in the dark, and as a result, labor organizations have lost the confidence and respect of the people. The purposes of the new organization are such that the better they are understood the more will they be appreciated, and hence, instead of meeting in secret, the press will always be no-



tified to give such information to the people as they may be interested in."

"In what manner will the grievances of the members be adjusted?"

"The organization will be divided into districts. There will be a member of the board of directors in each district who will have general supervision thereof. In case of a grievance the central office will be notified, and the office will in turn notify the said representative, who will at once repair to the scene of trouble and take such action as may be necessary to adjust the difficulty. If the grievance is of sufficient importance, a committee of employees from the department in which the grievance originated, will be appointed to present the matter to the proper authorities, and this done the committee is dissolved. In case of serious difficulty the board of directors will determine the course to be determined."

"Then the proposed organization to the extent of its power will be a guarantee against railroad strikes?"

"Yes. Railroad strikes, with few, if any, exceptions, have been disastrous to the corporations and the employees, saying nothing of the great inconvenience caused the public. There may have been times in the past when strikes were justifiable, but that time is past. When prudent counsels prevail, and railroad employees thoroughly organized meet railroad officials in the proper spirit, there is no doubt but that all difficulties can be satisfactorily adjusted. There must be concession and compromise and the purpose of dealing fairly with each other. When once organization is perfected no railway official will stand in the way of the adjustment of a righteous grievance."

"What do you think will be the attitude of railroad officials toward the new organization?"

"Friendly, without a doubt. Railroad officials, as a rule, are men who are disposed to trust their men fairly. They, too, are employees and grave responsibilities rest upon them, and this fact is all too often lost sight of by employees. It is a fact, as matters now exist, a railroad official who shows a disposition to be friendly toward organizations is often rewarded by the basest ingratitude. I have seen instances where an official made very reasonable concession to his employees, and to the extent that he did this, grievance committees and grievances multiplied until life became a burden to him. Many a good railroad official has thus been made hostile to organized labor. When railroad officials understand that they will no longer be annoyed with petty grievance, that grievance committees have been abolished, and that there is on the part of their employees an honest united effort to give them efficient service, and to demand only what is right and reasonable, and this in a manly spirit, their will be no opposition on either part to organization; on the contrary, they will give it their hearty approval."

**The Station Agent's World's Fair Office** will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.

## "Tickets!"

THERE has been a decided change in the appearance of railroad tickets since the first scraps of paper, printed on the old hand press, made their appearance on the early roads that were laid in this country. British mechanics put the first cars on the road, and British printers gave the first idea of a ticket. It is a tradition that the first tickets were pieces of square paper having the name of the road printed at the top, leaving the starting point and destination to be filled out in ink by the agent. These were taken up and destroyed by the conductor in the presence of the passenger.

Before 1852 the tickets bore no numbers, and were of no uniform color or design. The first improvement was when the signature of a general ticket agent was necessary to make the cardboards good. These were taken up by the conductor and turned over to the ticket agent to be sold again, handling alone making them void by wearing the tickets out.

In 1852, an innovation on the old style ticket was made by George Bailey, then general ticket agent of the Great Western of Canada, which is now the southern division of the Grand Trunk. Bailey was an Englishman. On a trip to the old country he found a ticket in use gotten up by a fellow countryman named Edmonson. It was printed on little squares of cardboard and numbered consecutively. On his return to America, Bailey at once adopted the new ticket. From his headquarters at Buffalo he issued the first numbers. The improvement of the Edmonson over the old form of tickets was apparent and sprang into favor from the start. The principle of the ticket was founded on such correct basis that it is still in use as a local ticket on all American roads.

In the days when there were no railroad combinations there was no need for any other sort of tickets than those reading to points along the one road. When the lines began to spread out and close traffic relations were formed, a new method became necessary to conduct the exchange of business. The coupon ticket was the outcome. The first coupon ticket was introduced in 1885, by Dan L. Fremyre, general ticket agent of the New York Central, and used over roads between New York and Syracuse.

A ticket in use on Western railroads early in the 50's was of white cardboard. Each month the color of the ink was changed to prevent persons from counterfeiting. There



were red, green and blue months, the color for succeeding month being kept a secret. A half ticket for children was made by cutting off the upper right hand corner.

The early method of distributing a supply of tickets to the agents was as crude as the cardboards themselves. General passenger agent is a title of recent origin; formerly it was general ticket agent. Every month that official would load his stock of tickets on the pay car and make his rounds. On failure of the pay car to appear at the proper time, which was quite frequent then, the station agent made a trip to headquarters to replenish his stock.

In the general passenger agents office of the Lake Shore road is a rare collection of old tickets. One, if destroyed, could never be replaced. Every issue of that road from its earliest down to the present has been kept. Several roads, which now form part of that system, are also represented. The oldest ticket is a coupon issued in 1857. It is printed on green paper of the cheapest kind. From its typographical face it was evidently turned out on an old-time hand press. There is no signature, number or limitation placed upon it. The route which it represented was a combination of rail and stage lines. It was a serious matter to undertake a journey which reads like this one: The first coupon was good over the Cleveland & Erie, from Cleveland to Girard, distance, 80 miles. Then a transfer was made to the Ohio stage company's coach, and the traveler was transferred from Girard to Erie, 15 miles. At the latter place the journey was resumed on rail to Northeast. A transfer was again necessary at the latter station, this time to the Buffalo & State Line, finally reaching Dunkirk. Three changes in 143 miles would rob the modern traveler of all the pleasures of a journey, and a 15 mile ride in the finest stage coach would forever kill a road's business with the commercial world. It was a patched-up trip the old ticket represented, but it was the finest in its day.

A passenger going at one time from Cleveland to Pittsburgh would start on the Mahoning Valley railroad, change to a stage line, and finally sweep into his destination on the leeward side of a mule on the Pennsylvania & Ohio Canal. Rail, stage and canal, the only three methods of public transportation, were represented in this short trip.

For years the Edmonson ticket was almost exclusively used over railroads. The coupon ticket was the style required, but it was not perfected until after the war by a man by the

name of Davis. This was the first piece of cardboard that contained the contracts, which now form the largest part of a ticket. The only drawback to the Davis was the cost, but it is still in use on many roads.

There was another coupon ticket which came into use about the same time as the Davis. Its designer is unknown. It was a ticket which had only two points on, the selling station and the destination. This requires a ticket agent to have the whole side of the house to hang the tickets on, as it required one for every station on the road.

In 1875, a foreman, by the name of Stromberg, in the printing house of J. M. W. Jones, of Chicago, worked up the form which is now in use on nearly every American road.

Hardly a day passes now without seeing some new form of ticket brought to the attention of the railroad world. The constant effort is to prevent the manipulation of tickets by scalpers, while at the same time not place so many restrictions about their use as to prove too inconvenient to the public. The ticket system to-day has reached a high state of perfection, but there is still room for improvement, and ticket agents ten or twenty years hence may smile at what they will consider the crude methods of their predecessors of the present decade.

#### The Wabash on the Boom.

THE Wabash railroad has just entered upon a new and promising era in its history. By the completion of its extension from Montpelier, Ohio, nearly due west 150 miles to Hammond, Ind., where it takes the Western Indiana tracks, it now has a line of its own from Chicago to Detroit only 267 miles long, or nearly 30 miles shorter than its previous route in connection with the Chicago & Erie. It is thus enabled to have a very direct through car line to Buffalo and Suspension Bridge in connection with the Grand Trunk (old Great Western), while at Detroit it also connects with the Canadian Pacific for most important points in Canada. At the same time the Wabash has improved its short Chicago-St. Louis line and put on very fast trains between those cities, while it is also increasing the attractions of its established routes between Chicago and Kansas City, St. Louis and Kansas City, and St. Louis and Toledo. Geographically the Wabash is now strongly entrenched at several of the most important western cities, and the record already made has proved that its management is able and determined to make the most of its favorable situation.



### Saved by a Flash of Lightning.

THE party in the superintendent's car had been a very merry one up to midnight. The train was on time, the weather had been fair, and many a good story had beguiled the hours succeeding a fine meal in the diner. The summit was reached just as the reporter noted that the hour was twelve, and as the air-brakes gripped the wheels for the descent of the long grade, a thunder storm, such as often comes up suddenly in the mountains, beat furiously down upon the roof and windows. There was a general exclamation of surprise, and the face of the superintendent lengthened. Turning to the porter he called for cigars, and while we were lighting up he settled back in his chair, assuming a position and air, which, to his intimates, presaged the relation of an interesting experience.

"Early in the seventies," said he, "I was operator at A—, a flag station on the — road, in the Rockies. There was one station, C—, between mine and the summit, and the distance to B—, the next station in the other direction, was ten miles. A heavy freight train reached the summit at 9 P. M., and received orders to run to B— to meet No. 2 passenger, regardless of all other trains. Five minutes later came a quick call for the summit operator, and when he answered I was paralyzed to hear the following:

"Hold No. 9 at summit. Send engine to C— to take superintendent to summit."

"The answer was that the train had left, and I then heard an order to stop the train at C—, as otherwise it would pass there at full speed. Just then a furious thunder storm like the one we are enjoying, broke out, and the wire began acting badly on the summit end. I tried to talk with C—, but could not get him. I afterwards learned that he took a lantern and went out to stop the train. Just as it got in sight the storm struck him, his lantern was extinguished, and although he threw it at the cab his aim was bad, and it did not warn the engineer, who was having all he could do to keep his train steady, and his cab window clear enough to see ahead. Just after passing C— the engine struck a fallen tree which smashed the headlight, and the engineer whistled for brakes. The rear brakeman and the conductor slipped, fell or jumped about this time, leaving the train to be controlled by one brakeman and the engine. This was impossible on a wet rail, and before they were two miles out of B— the speed was terrific.

"I was uneasy, and taking a lantern, went out, hoping something would occur to save trouble. I watched for a headlight, but none was visible. Just then a vivid flash of lightning lighted up the station, and showed the freight train flying past at a 50-mile gait. So violent was the storm that I should not have heard or seen it had I not been on hand when the lightning flash came.

"Rushing into the office I called B—, and said:

"Sidetrack No. 2, and let No. 9 go by. No. 9 just passed here without headlight—running away."

"Breathless and trembling I waited for an O. K., and when it came, almost fainted for joy to know that the wire was working east. Not fully confident of success, I called B— again, and asked him to report what happened. He answered in disjointed sentences, as follows:

"No. 2 just in sight when news came. Sent man on run to open switch. He got there just in time, jumped on engine, rode up to other switch, closed it, and got back to office just as No. 9 sailed by with engine reversed, working steam."

"I wired the dispatcher particulars, told him I was not fit to work any more that night, got an order to have breakfast for line repairers, and 'good night' and went to bed. I afterwards learned that the freight train was stopped a few miles below C—, backed up, got a new order and crew, and took its place on the sheet only a few minutes behind schedule time. The missing conductor and brakeman were never heard of again, having probably left the country.

"That was a very narrow escape for a train load of passengers, and I never see or think of lightning without recalling the lucky flash that saved a train."—*Railway Guide and Marine Gazette*.

### Cost of the Pennsylvania Limited.

THE Pennsylvania railroad, June 5, added a section to its celebrated New York and Chicago limited, making two trains exact counterparts of each other. Those readers of THE STATION AGENT who enjoyed the hospitality of the Pennsylvania on the occasion of the last annual convention of the I. A. T. A. will remember the luxurious magnificence of the trains furnished the delegates, which were, in fact, exact duplicates of the famous "Limited." The *Pittsburg Post* speaking of this increase in the Pennsylvania's service says:

Few persons have any adequate conception of the cost of this step to the railroad com-



pany. It means, however, the outlay of a large sum of money, much more than would appear from a glance at the schedule. A section of a train, in railroad parlance, means practically another train, and when it is run steadily, as will be that of the limited, it will be so in fact. There will be two limiteds. The addition of this extra limited means that the equipment of four new and luxurious trains has been added to the service, for under the long distance schedule it required four trains to represent the limited east and west bound. They are strung out between New York and Chicago by the system, and while one is starting another is en route. There is always a No. 2 and a No. 5 running on the Pennsylvania railroad east of Pittsburgh, and a No. 2 and a No. 5 running on the Pennsylvania lines west. Each one of these trains represent, say, three Pullmans, a dining car, a combination car and an observation car, or six cars, whose average cost is \$15,000, or \$90,000 in all, and with the engine at \$10,000 it makes a round \$100,000, which does not include the cost of lighting the train by electricity. Multiply this amount by four and it will be seen that an expenditure of over \$400,000 is required to inaugurate this new limited. The Pennsylvania people estimate that before there is any profit from a passenger train it must earn \$1 a mile. On this basis if the new limited trains each carry less than forty through passengers each trip they will pay. The inauguration of this new train is like the starting of some great business venture, and the capital invested would be sufficient to launch any great mercantile or manufacturing business into the tide of commerce.

#### The Power of Pie.

PIE READ relates in a recent number of the *Chicago Journal* the following pathetic incident. There is something in it, whether it is the pickle or the "patteradge," the turnips or the tears, that looks and tastes very familiar to us, and we think it will to our readers. When we see the name Philadelphia and the mention of pie and the reference to a newly-celebrated wedding, our thoughts, as a matter of course, instantly revert to Major Little. Can it be that he is the hero of this affecting narrative, so touchingly entitled,

#### THE LOST BRIDE;

OR,

#### REUNITED BY PIE.

In a cheap restaurant, where bread was piled in baskets upon the tables, and where a solitary pickle that looked like the alcoholized trophy of a doctor's research, stood up straight in a jar, several men were eating when a stout

young fellow entered and seated himself in the midst of them. He tipped over the basket of bread, got at the memorial pickle, some way, and had begun to crunch it when one of the men remarked:

"I think I've been in here every day for three months and that pickle's been here all the time."

"You don't say so," the new comer spoke up.

"Yes, sir, been here all that time, I'm sure."

"Reckon they must have been keepin' it for me."

"I don't know as to that."

"Nuther do I. Say here, mister, fetch me a b'iled dinner. It gives a feller an appetite to tramp round this town, I can tell you," he added addressing the company. "I've been here three days now, and I'm gettin' putty nigh enough of it."

"Where do you live?" some one asked.

"Way over in Philadelphia. Come here on a bridal tower."

"That so?"

"It's what I said, ain't it? Yes, married t'nther day, and come right out here, and I must say I ain't altogether satisfied with my trip. Had bad luck as soon as I got here—lost a knife that I wouldn't have tuck a quarter of no man's money for, and then I lost my wife."

"Lost your wife?"

"That's what I said, ain't it? Yes, sir, lost her slicker'n a whistle; and I've been trampin' round ever since, lookin' for her. Went in a big store with her, was bumped here and there and the first thing I knowed she was gone. Gentlemen, I'll tell you right now, I didn't know what to do. It was the first time I ever lost a wife and I'll pledge you I didn't know how to act. And I never knowed how much I loved her until right then. I thought of the time last summer when I told her that I wanted her. It was just about sun down and the cows was comin' up out of the paster. A cock patteradge was whistlin' not far away and the hen was a titterin' fit to kill herself. I said to myself that just as soon as the sun got down a little lower I was goin' to grab her; and I did, too; and the light that came pourin' through the underbrush away over on the hill want no brighter than her eyes. But I lost her right here in this town and I'm afeerd right now that I ain't goin' to have no appetite for that b'iled dinner when the feller brings it. Here he is now. Put it down here, mister, and let me look at it."

"Why don't you inform the police?" a man asked when the waiter had withdrawn.

"No, I ain't got the heart to do that. It would look like I thought she was tryin' to run away from me and I was tryin' to ketch her. It's awful, I tell you. What would you think of losin' a wife right—"

He sprang to his feet and seized a young woman who had just entered the place. The scene was affecting; and when they had kissed each other time an again, she hung lovingly on his arm, looked up at him with devotion and then sweetly said: "Archie, I want some pie."

Come, Major Little, give an account of yourself!



### The Railway Commerce Congress.

THE "World's Railway Commerce Congress," which will convene in Chicago during the week commencing June 19, according to *The Railway Age*, promises to make an extremely valuable contribution to the literature of the world upon the great themes connected with the management and operation of railways, and the reciprocal relations of the railways and the public. The arrangements for this unique congress are in the hands of a committee of prominent railway officials, with Mr. George R. Blanchard as chairman, and the program will consist of some thirty papers by recognized authorities in the executive, legal and operative departments, followed by volunteer discussions. Among the topics to be treated are the following:

The influence of railways on the development of new countries; the results of railway intercommunication upon producers and consumers; the effects of free competition; the protection of public and private rights in connection with the operation of railways; railway strikes; employees—what should be done for their protection and improvement; accidents—causes and safeguards; governmental regulation; legal liabilities of carriers; passenger traffic, baggage traffic; interstate and international railway arrangements; superannuation of railway employees; railway safety appliances; railway legislation; railway jurisprudence; railways in foreign lands—by commissioners of the thirty-four different nations represented at the World's Fair, etc.

Among the speakers expected to participate are Messrs. Morrison, Veazey and Knapp of the interstate commerce commission, J. W. Cary, Aldace F. Walker, Hon. J. Sterling Morton, secretary of agriculture, George R. Blanchard, E. P. Ripley, John F. Dillon, Gen. Horace Porter, L. M. Johnson, M. M. Kirkman, A. W. Soper, K. H. Wade, H. S. Haines, J. W. Midgley, George R. Peck, E. W. Meddaugh, Col. R. P. Morgan, George H. Heafford, E. B. Stahlman, Wm. E. Curtis, L. S. Coffin and others. To hear and see such men gathered to discuss such themes will indeed be a rare privilege. It is expected that the sessions of the congress will occupy the forenoon of each day during the week beginning Monday, June 19, leaving the afternoon and evening free for visiting the material attractions of the fair at Jackson park; the world's congresses—the motto of which is "Not things but men"—constituting the intellectual part of the feast. It is to be hoped that railway men will arrange

the time of their visit to Chicago as far as possible so as to include attendance at the railway congress; for an opportunity of hearing so many eminent railway men is not likely to occur again. It is also hoped that railway managers will encourage and facilitate attendance by all classes of officers and employees, on account of the benefit to the service which will result from the thoughtful presentation of these important subjects.

### Three Artist Munchausens.

A PARISIAN paper relates the following story of a contest in boasting which, it says, took place between three artists of Marseilles. It should be explained that Parisian writers always put their "tall talk" into the mouths of Marseilles people. "My dear," said one of the artists, "yesterday I painted a pine board in imitation of marble and did it with such fidelity that when the board was put into a pond of water it sank like a stone." "Pooh!" said the second; "that is nothing. Yesterday I happened to hang up my thermometer on the back of the frame of my 'View in the Arctic Regions' and the mercury instantly went down to twenty degrees below zero." "All that is nothing at all," said the third artist. "You know my portrait of the old Marquis of Camargue? Well, it is so life-like that it has to be shaved three times a week!"

\* \* \* The Order of Railroad Telegraphers at their Toronto convention elected officers as follows: Grand chief telegrapher, D. G. Ramsey; assistant grand chief, D. H. Gerhardt, Mauch Chunk, Pa.; secretary and treasurer, J. Wetherbee; grand senior telegrapher, J. A. Lecanda of Mexico; grand junior telegrapher, J. A. Williamson of Toronto; grand inside sentinel, T. Simpson of Terre Haute; grand sentinel, T. J. Flynn of North Dakota; grand executive committee, Mr. Taylor of Ohio, Mr. Roach of Ohio, Mr. Roach of Chicago and Mr. Yateman of Nashville, Tenn.

The German students are not required to attend the lectures unless they feel disposed to do so. A stranger in a German university city asks a young man:

"Where is the university building?"

"I really don't know. I am a student here myself."—*Texas Siftings*.

See that your neighbors and friends are informed in regard to THE STATION AGENT Locating Bureau.



### A Duel that Was Never Fought.

WE do not as a rule publish poetry, but the following communication from one of our Texas readers hinges on so ridiculous a joke that it is worth the space it occupies. The author in a letter to the editor says:

ENNIS, TEX., May 22d, 1893.

The circumstances leading to these lines are as follows: About the 10th of this month I wrote P— F— that section 35 was in very bad condition, and too long for the force employed on it to properly keep up the track, and for him and H— B— to meet and arrange to lengthen sections 34 and 36 and shorten up 35. Section 35 being the dividing line between the two roadmasters' divisions, it was necessary for them to meet in order to do as I had directed. After I had written and mailed F—'s letter, I became engaged with other matters, and neglected to advise B— likewise until the next day. In the meantime F— thinking of course I had written B— the same time I did him, wrote to B— as follows: "Meet me at Garrett tomorrow and I'll settle that little matter with you." As B— had not at that time received his instructions, he didn't know what to make of it. He came to Ennis that day and told me about F—'s letter, when I explained the whole situation to him. We of course had a good laugh over it, and Harry, G— H— and myself concluded we would cultivate the joke, and that I should write F— a letter regretting that he had challenged B— to fight a duel; but that Mr. B— had chosen Mr. H— as his second and would be in Dallas the following Wednesday; and that as both of them were warm personal friends of mine I would accompany them. So last Wednesday we all went to Dallas, and found Pat at the depot ready to leave on No. 3. We said, "No; that we had come up to settle that little matter." We showed up his letter to several railroad men standing around, and they all agreed that his letter was a challenge, or at least looked that way. The consequence was, Pat didn't leave town, and was out about \$25.00 by No. 4's time in proving to the boys that he had reference to changing the sections. You would have died laughing had you been there and heard Pat explain and then "set 'em up."

Not many years ago on the H. & T. C. Two roadmasters held office, P. F. and H. B.; Their full names, dear reader, I will leave you to guess, For Mr. F., as we all know, is quite timid at best.

My object in this, is to show you all how A wrongly worded letter nearly caused a big row, And blasted the friendship and brotherly love Of the gentlemen referred to in the lines just above.

It was one day in May, the year '93, That Roadmaster F. received from Supt. D. A letter to the effect that Sections 34 and 36 Must be lengthened at once, and shorten the one in betwixt.

As Sections 34 and 35 were not on his division He addressed Roadmaster B. as to the superintendent's decision, And following is a copy of the letter as related Which nearly caused an uproar, and these friends separated.

My dear Mr. B.,

If there is nothing to prevent Come to Garrett tomorrow and I'll meet you ament. That little affair may yet cause more disaster If not settled at once.

Yours,  
B. F.,  
Roadmaster.

This letter was forwarded before Mr. B. was advised By the superintendent of his wishes; he was therefore surprised That his friend Mr. F. had made of him a request Which plainly indicated fight, and very probably death.

A certain young man, a friend to both men, Took it upon himself this trouble to amend. So to Roadmaster F. a letter was quickly indited Advising him to retract, and not become excited.

He replied by saying the edict had gone out, And the matter must be settled by at least Wednesday night; He furthermore stated, if agreeable to Mr. B., Instead of Garrett, at Dallas the meeting would be.

Mr. B. and his best man without further delay Went to Dallas prepared for the deadly affray. Alighting from the train, who should they sight But Roadmaster F. and his second, Billie Whyte.

With a formal good morning, Mr. F. ventured to say, Why have ye come to Dallas, and especially to-day; Mr. Helm, B.'s second, at the question was nettled, And replied: 'Tis to-day that affair must be settled.

What affair! what affair! F. asked again and again. His letter was produced and quickly explained. We are here, said Mr. B., according to directions. My God! exclaimed F., I had reference to the sections.

Mr. F. discovered at once what a mistake he had made, So to Alderman Lacy's he ordered them to parade; And there to the joy of all, none can deny Their friendship was renewed over "Mumm's Extra Dry."



## OUR LEGAL DEPARTMENT.

### IMPORTANT DECISIONS AFFECTING RAILROAD INTERESTS.

**NEGLIGENCE OF FELLOW EMPLOYEES.**—The United States Supreme Court has rendered a decision of great importance in affirming the principle that employers are not responsible to employees for the negligence of fellow employees. This is the common law doctrine, but in a case brought in Ohio against the Baltimore & Ohio Railroad Company by a fireman to recover for injuries caused by negligence on the part of the engineer, the Federal Court rendered a verdict for the plaintiff in accordance with the state law in such cases. The company appealed to the Supreme Court, which has now decided that state law in matters not purely local must not override the precedents of the Federal courts or conflict with Federal laws. The circumstances, briefly, were these: John Baugh, a fireman in the employ of the Baltimore & Ohio Railroad Company at Bellaire, O., was injured in a collision between the engine on which he was employed and a local train. The engine was a "helper," and at the time of the collision was running down hill light. Baugh claimed that the injury received was due to the negligence of the engineer, and brought suit against the company in the county court, whence it was transferred to the United States Circuit Court for the Seventh District of Ohio on petition of the railroad company. Trial of the case resulted in a verdict and judgment for the plaintiff in the sum of \$6,700. This result was in accordance with the rule laid down by the Supreme Court of the State of Ohio governing the determination of suits of this character, where negligence of an employee of a company and authority over a fellow employee is alleged. The railroad company appealed to the Supreme Court. Justice Brewer reviewed the principles applicable to the case at great length. The justice says: "The opinion constitutes that the injury to Baugh was simply one of the risks assumed by him when entering the company's service. The peril was known, and yet, with this knowledge, and without protest, he voluntarily rode on the engine with the engineer." The judgment of the Circuit Court was reversed and the case remanded for a new trial. Justice Field dissented, presenting his views in a lengthy opinion couched in most vigorous language. He said that the verdict and judgment in the court below were reached in conformity with the law as settled

by the Supreme Court of Ohio, and that the law was the law to control. Chief Justice Fuller announced his decision briefly, for the reason that he believed the case came under the principles of the case of *Boss vs. the Chicago, Milwaukee & St. Paul Railroad Company*, and that the opinion of the court unduly restricted the application of these principles.

**ACTION FOR LOSS OF LIVE STOCK.**—The burden of proving negligence is upon the plaintiff, in an action against the carrier for the loss of live stock, where the owner agreed to take care of the stock and load and unload them at his own expense.

It is, as is well known, a settled rule of pleading that the complaint must state a complete cause of action. It is true, as appellant's counsel asserts, that a complaint must affirmatively show that the defendant is in culpable default.

These rules would determine the question as to the sufficiency of the pleading against the appellees if it could be assumed that it was essential to the existence of a cause of action for them to aver that the failure to transport was not attributable to some one of the causes or perils from which the carrier is released by the special contract. While there is a stiff contest among the authorities as to the burden of proof in such cases, we incline to the opinion that the rule is that where the articles carried are not live stock, and there is no agreement that the owners' agent shall have charge of the property, the burden is upon the carrier to show that the injury or loss to the shipper was attributable to one of the causes or perils against which the special contract secures immunity. The rule that the burden is on the carrier who has the exclusive custody of the property is a reasonable one, inasmuch as it is but just to require the carrier who has the property in complete custody, who knows and controls the men to manage the instrumentalities of transportation, and who has the means of explanation at hand, to show what caused the loss or injury.

The question whether the rule to which we have referred applies to such a case as this remains for consideration. This case is, it is evident, not the ordinary one where the carrier has exclusive custody of inanimate property. Here we have a special contract made by the shippers and the carrier for the transportation of live stock at reduced rates of freight, and wherein it is provided that the latter shall be absolved from liability for designated perils, and that the former "shall send with said stock one or more men, as may be



necessary, to care for said stock while in transit, to load, unload, feed and water said animals, at their own risk and expense." The agreement of the owners to take charge of the animals exerts an important influence upon the case. The effect of this agreement is to place the animals in their immediate custody during transportation. Their agent is to care for them, and is to do the things expressly specified. The animals were not, therefore, in the exclusive custody and control of the carrier, so that the case is not within the reason of the rule that the carrier and not the shipper has the burden of proof, because the former has all the means of explanation and excuse at hand. Here the shipper, better than the carrier, can explain many things, and these things they do not undertake to explain, nor do they undertake to show that the loss was not attributable to a failure to perform acts they themselves agreed to perform.

It seems clear upon principle that the owners are bound to aver and prove that the loss was not attributable to a failure to perform their part of the contract, or to negligence in performing the act which they expressly undertook to perform. In order to make a complete cause of action they must show that the breach or wrong which caused the injury was that of the carrier, and not their own.

We do not mean that it is necessary for him to show the specific cause of the injury, but we do mean that it is necessary for him to show the cause of the injury with so much detail and clearness as shall make it appear that the injury was caused by a breach of contract or legal duty on the part of the carrier, and not by the neglect or failure of himself to do what he bound himself to do in his special contract.—[Sup. Ct. Ind. *Terre Haute & Indianapolis R. Co. v. Sherwood* 17 L. R. A. 339.

**INJURY TO EMPLOYEE—NEGLIGENT CONSTRUCTION OF TRACKS—CARS OBSTRUCTING TRAINS ON MAIN TRACK.**—If a railroad company so negligently constructs its tracks and side-track that cars occupying the main line cannot pass cars occupying the adjacent side-track without endangering the lives of employees charged with the duty of moving such cars, its negligence is actionable. It is no defense in such case that those whose acts brought such cars into such dangerous proximity were co-employees with the one injured.

In an action for injuries to an employee, proof of a custom will not justify a negligent act on his part; but as bearing on the question of his negligence and tending in some degree to show whether or not he was negligent, it is

competent to prove whether he was or was not doing his work in the usual and customary way, which of course involves the inquiry as to what was usual and customary.—[Indiana Supreme Court, *Pennsylvania Company v. McCormick*, 53, American & English Railroad Company Cases 107.

**CARRIERS OF PASSENGERS—INJURY BY ACT OF OTHER PASSENGER.**—Protection against violence from drunken, disorderly persons upon its trains is the duty of the carrier. This duty doubtless extends to passengers waiting for trains in the rooms provided for them at railroad stations. The plaintiff was the victim of an act of rudeness. Just as she was letting herself down from the lowest step to the platform an impatient man thought he saw an opportunity to reach the interior of the car, and stepped up beside her just at the instant when a "jostling" would disturb her poise and lead her to fall. Without intending harm he inflicted it. It is not easy to see how the defendant could have prevented the accident by any system less comprehensive than one which should require it to escort every incoming passenger from the interior of the car to a place of safety outside its grounds, and every outgoing passenger from its waiting rooms to a seat inside the train. Neither the common law nor the statutes of this state have imposed such a duty on the carrier, and a jury should not be allowed to do it.—[Sup. Ct. Penna., *Ellinger v. Philadelphia W. & B. R. Co.* 8 Notes of Cases, 32.

**LIABILITIES OF CARRIERS IN TRANSPORTATION OF LIVE STOCK.**—In an action against a railroad company for delay in the transportation of live stock, where it does not deny under oath an allegation in the petition that the contract of shipment was executed by a connecting carrier as agent, the contract is admissible in evidence, though it does not show on its face that it was executed for, or on behalf of, the company. A carrier who receives live stock for shipment cannot escape liability for injuries by delay in their transportation on the ground that there was an unusual rush of business on its road.—[*International & G. N. R. Co. v. Anderson*, Court of Civil Appeals of Texas, 21 S. W. Rep. 691.

**PASSENGER—LOSS OF PERSONAL EFFECTS CONTRIBUTORY NEGLIGENCE.**—The fact that a passenger on a train takes off his coat and places it on an unoccupied seat does not constitute such contributory negligence as will prevent his recovery for money therein contained and lost by the overturning of the coach into the water. However, as the passenger



recovered his coat shortly after the overturning of the coach and immediately missed his money, his neglect of all effort to find it and to notify the carrier of his loss, would preclude a recovery.—[Ct. Fiv. Ap. Tex. *Bonner v. Grumback*, 9 N. Y. L. Jour. 278.]

**BAGGAGE—FAILURE TO SHIP ON SAME TRAIN WITH OWNER—LOSS BY FIRE.**—Where a passenger had purchased a ticket for a certain train and had his trunk checked twenty minutes before train time, it was the duty of the railroad company to carry the trunk on the same train with its owner, and a failure to do so was negligence. It was the duty of the appellant or its servants to give the appellee a reasonable time, after the arrival of the trunk at Rusiaville, to take it away before locking it up in the warehouse; and failing to do so, the liability of the company as a carrier did not cease. It cannot, we think, be justly claimed that appellant's subsequent position was that of a mere warehouseman, who is exempt from the extraordinary responsibility of a common carrier.—[App. Ct. Ind., *Toledo, St. L. & C. R. Co. v. Tapp*, 4 Chi. L. Jour. 294.]

#### An International Comparison.

The American station agent has just had a tiger test with the Asiatic station agent. The station agent at Galion, O., has had to face the same test with a free tiger which confronted the Brahmin Babu, who had the fortune or misfortune to be station agent at a little way office in the jungle on a railroad line in southern India. The Brahmin's telegram to his official superior has become historic. It ran:

"Tiger leaping on platform. Please telegraph instructions."

G. W. Burt, station and express agent at Galion, O., finding a loose tiger on his hands in a box car in which a lion, a tiger and other fragments of a menagerie were being conveyed, promptly closed the door, started the train, and wired to Cleveland:

"Tiger for New York loose in Cincinnati car. Look out!"

This was simple, direct, and American, says the *Philadelphia Press*, and commenting further says: He asked for no instructions. He did not worry over the tiger. He simply boxed him up in the car and transferred the liability to the next man along the line. This is our agreeable western way. We are always shipping the tiger on to the next station. We are always ready to tell some one else to "look out," provided we can get rid of the tiger ourselves.

The Brahmin Babu's dispatch has long been quoted in blue-book, in debate, in leaders, and in essays as a signal illustration of the effect of over-centralization. The station agent who locked himself in and telegraphed for "instructions" when a tiger looked in casually and began "leaping on platform" had ceased to think for himself. The American who promptly ships the tiger and telegraphs "Look out!" had ceased to think for other people.

The golden mean is somewhere between. It is time we learned it. In our currency legislation, in our health protection, in our street cleaning, in our forests and their care, in our saloons and our politics, we are perpetually locking in the tiger, starting him for the future, and telegraphing, "Look out!"

#### Railroad Jack Dead.

A DISPATCH from Albany, N. Y., brings the news that "Railroad Jack," the famous traveling dog is no more. He died in the baggage room of the depot in that city, June 14, and his body was turned over to a taxidermist. Jack was thirteen years old and was famous for his travels. His last public appearance was in the Columbus celebration in Albany, when in the night parade he had a special float all to himself. Jack attended the inauguration of President Cleveland in March and many of his friends think that the strain was too much for his system, already weakened by age. As the dog who traveled from Maine to California, and from Montreal to the gulf, he will long be remembered.

If "Railroad Jack's" fame rested on his beauty he would never have been heard of, for he was not a handsome dog. Dickens' poor Jo might have hugged him, but he would have been bound to confess that he was "wery plain." Railroad Jack was a shining example of the triumph of mind, for it is his canine intellect that first drew attention to him, though unkind friends might say his ugliness advertised him.

He was the most traveled dog of his race, and was always looked upon as the chief aid to the superintendent of the union depot at Albany, N. Y.; but after many years of faithful service it was thought proper that he should take a vacation and make a summer tour. He was fitted out with a brand new collar by the Buffalo Express, and left Albany on July 5, 1892, for a tour of the United States.

He made a complete tour of the United States and Mexico unaccompanied, and returned to Albany in good condition. Jack was known to railroad men all over the country.





PRESIDENT . . . . .	A. M. NORTH . . . . .	NEW CASTLE, PA
1st VICE-PRESIDENT . . . . .	F. O. BECKER . . . . .	GALVESTON, TEX
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SECRETARY AND TREASURER . . . . .	R. W. WRIGHT . . . . .	CLEVELAND, O

### How to Join the R. A. A.

READERS of THE STATION AGENT who are not members of the Railway Agents' Association can make no better beginning of the new year than by joining this representative of the traffic earners of the railroad service. The platform of the R. A. A. will certainly commend itself to every agent. We quote from the constitution:

#### ARTICLE III.

"The Association shall seek to attain these objects, by the details of organization as hereinafter described, by correspondence and personal intercourse between members individually and through the columns of an official organ, by holding conventions of the Grand and State Divisions, by inviting the co-operation of railway officials, by not resorting to strikes as a means of settling differences between railway companies and employees, and by preventing as far as possible, teaching of students the art of telegraphy or station work of any kind, except to regular paid employees of the railway companies."

The objects and policy of the association are given in a pamphlet issued by the Grand Division and are as follows:

The Railway Agents' Association is an organization of traffic representatives of the railway service. It embraces in its ranks Agents of all classes, Bonded Cashiers and Chief Clerks. Its objects are as follows:

To increase the efficiency of the vast army of Agents.

To combat the hostile sentiment against railway interest in the public mind in many communities.

To impress upon railway managers the necessity of bringing the Agents under the direct control of the traffic department as far as possible.

To practically demonstrate the fact that the Freight and Ticket Agents, as the revenue earners of the railway service, are, or should be, the best and most intelligent class of men in the employ of the companies, and that the financial prosperity of a road depends on their efficiency, and thus to make agency work the best paid branch of the service.

To establish and operate a Guarantee Company.

To conduct an Employment Bureau for the benefit of our members.

To prevent the indiscriminate teaching of "students" in railroad telegraph offices.

To educate our members through our official paper and by meetings to a better understanding and appreciation of their duties as agents and railway employees.

To prove that the agents are above the necessity of resorting to the methods of radical labor organizations in the association representing their branch of the service.

It is taken for granted that every railroad man into whose hands this pamphlet may fall, and who is eligible for membership, has convinced himself that he ought to be a member of the Railway Agents' Association. The next question is, How shall I join and what is it necessary for me to do? These are inquiries that are easily answered. On this page will be found an application blank which should be filled out and sent to the Grand Secretary, R. W. Wright, 45 Sheriff street, Cleveland, O. The amount of the initiation fee is \$3, and the dues \$5 per year, or 42 cents per month, payable in advance. Dues may be paid either annually or semi-annually in advance. That is, a member may remit for the entire year or for six months. For instance, if application is



made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause.

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

### Brother Shaw Wields His Pen.

#### EDITOR THE STATION AGENT:

Well, Rarely, you say, take a pen and write something for THE STATION AGENT, all of us. If we all had pens and a full set of ink bottles for different colors of ink—I suppose one of them for prose, another for poetry—(and that other bottle with the Pig Whiskers in; what use do you make of that?)—like you have, we might do a little in that line after night. You invite us to pitch into you. What for? If you will promise not to sing anymore,—leaving that part for Mr. Wright (Wright sings right—Rarely rarely sings) as it should be, then we will have nothing to pitch into you for, and if we were assured that you would not sing again, I think we could all promise to take a pen. If not, we will have to use something not so mighty but which will get there.

I see you make mention of a package of orange blossoms from Florida for Major Little. That was not what was in the package that I saw the Major open. Now, was it, Major?

I was very sorry indeed to hear that Brother Wright has been sick, and hope that he is entirely well again by this time. He should stay away from Chicago and come down to Philadelphia. We could keep him well, give him a little pleasure and not so much work.

Again, Rarely, you ask a Texas brother, what the first thing he thought of on entering his office this morning. I can't tell you what he thought of, but if you will allow me to answer that question for myself, I will say that the first thing I thought of was that I should have one of those patent ticket offices, not so much on account of wash days, but in another line. You see we have a couple of very early morning trains, for which it is necessary to open the office. A great many readers of THE STATION AGENT are fixed the same way, I know. For instance, on a rainy morning you get awake at 4:55 A. M.; dark inside, rainy outside. You are ten minutes late already. Must hurry to dress and get to your office. All in a perspiration you arrive ten minutes ahead of the train, and there you wait. No passengers go on that train. How different would have been the case had you remained in bed till morning and have been sure in your mind that there would be no passengers, only to find on your arrival at the office the conductor had telegraphed the general passenger agent, the

## RAILWAY AGENTS' ASSOCIATION. APPLICATION FOR MEMBERSHIP.

To Officers and Members of . . . . . Division:

Having received a favorable impression of the Railway Agents' Association, and being eligible to membership therein, I hereby apply for membership, under the jurisdiction of your division, and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of said Association. I am at present employed by the . . . . . in the capacity of . . . . .

Company of . . . . .

Enclosed Fees, \$	Name	Post Office	State
Dues, . . . . .			
Total, . . . . .			

We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.



auditor and the division superintendent that he got eight passengers at your station without tickets, and they all complained. What I thought was that possibly you and the Captain could have an attachment put on that patent ticket office that would ring a bell fire alarm, upset your bed, or something of that kind, just one half hour before the first passenger who wants a ticket puts his foot on the station platform. I say passenger because I do not want the alarm to go off when the man comes around to ask if there is a lawn mower here for him, or what time the last train goes next Sunday night. I am sure that would be an improvement on the machine, and there is no charge. All I ask is that I be given the full half hour asked for to dress and get around in time.

Two men in the waiting-room only half a second ago reminded me of you and Mark McG.'s neckties. One was showing the other how to work a four-in-hand. "Dot's besser," said one. "How vas das." "Vas dat besser os besser." "Nein, das vas wooser os wurstest." Then Harry Martin came in and wanted to shake hands and I missed the rest of the conversation.

A. M. S.

#### Meeting of Montreal Division.

ON the evening of May 18th at the American House, Sherbrooke, Que., was held a special meeting of Montreal Division, R. A. A., attended by a goodly number of members who have the good of the association and the welfare of the Division at heart, and a very enthusiastic meeting was the result, which not only renewed old acquaintances, made new friends, but new members. While there was not the desired attendance, those who did attend will long remember with pleasure that they were there, and the absent ones must surely regret that they were unable to attend. The news that two strong divisions had been organized at Toronto and London was received with enthusiasm, and the stock of the R. A. A. went up a hundred points. After the business of the meeting had been transacted we adjourned to the dining hall, where Messrs. McDonnell & Collins had prepared a sumptuous repast, which was appreciated if the quantity eaten was to be considered a sign of appreciation. The members parted at a late hour all wishing for the time when we will again meet for business and pleasure, education and mirth.

McDonnell, of Brompton Falls, says that every time McCutcheon meets a Jew he looks

at the sky for thunder clouds, and if he hears the distant rumble of a train he immediately raises his parachute. How is it, Mac? guilty or not guilty.

It is said Fisher looked disappointed at the banquet. Gage says it is because the waiter girls have found out that he has recently committed matrimony.

Why did Garvin eat the cloves that were put in the ham? McCarthy says that after the others were served that there was nothing left but the cloves.

Lemieux, of Capelton, has come to the conclusion that nineteen hours a day is too rich for his blood, and has left the B. & M. R'y for pastures new. Here, Charlie, is our best wishes and an old shoe for luck.

It is said that Cassidy is to supersede Wells, at Windsor Mills, who is retiring from rail-roading, having spent an ordinary lengthed lifetime in the service of the G. T. R.

UNCLE JOE.

#### Notes of New Castle Division.

EDITOR THE STATION AGENT:

In the March issue appears a letter from Secretary Shaw of the Philadelphia Division, in which he requests the editor to stir up some of the members of that division in the matter of paying up their dues. I presume such an action would apply to all divisions, and I am certain it would strike some members of the R. A. A., whether they took the hint or not, and as for writing members repeatedly and getting no reply, I know how to sympathize with him. I have among my papers a sight draft dated June 25th, '92, given Solicitor Watkins, and by him turned in as cash, which was sent to the bank at —, Pa., for collection. No attention was paid to it, and it was returned dishonored, and so far I have never been able to get an answer from this party.

Regarding the letter in the same issue signed H., in which he discusses the student question, I agree with him that we should not make a business of teaching students, although I have turned out three who are now holding good positions, but this occurred some time ago, and I have had a change of heart since and have given up the practice. The latter part of his letter struck me very forcibly, as it very nearly describes my own experience, for in the winter of 85-86 I was walking two miles, working nights and mornings for my board and paying \$5.00 per month for the privilege of staying in an office to finish an education begun at the "Sherman Telegraph



School" at Oberlin, O., (an institution which was a disgrace to that city). In the spring I had the opportunity of taking a station at \$30.00 per month and sixteen hours or more work per day, and under the circumstances no one could blame me for jumping at the chance, as I was on the verge of financial ruin, and as in the case of any young man without money, very glad to get a place paying twenty-five or thirty dollars per month to start with, as that amount would at least get me enough to eat until I could get a better position. I believe the R. A. A. and O. R. T. are doing good in checking the promiscuous teaching of students. Still it seems to be a very easy matter to pick up an operator at almost any moment when wanted.

If the form of THE STATION AGENT had been changed in January, '93, it would have suited me better, as I intended having each year's copies bound in book form, but for 1893 this idea is squelched. Still I think the March number is an improvement, especially in having a ladies' department. This will make the paper interesting at home as well as in our offices.

New Castle Division is still in the ring, although it has been very quiet for several months, but this was on account of the extreme cold weather. Our last meeting in New Castle was well attended and so much business transacted that we did not have time to set a date for the next meeting; however, members will be notified in due time, and as officers for the ensuing year will be elected every member should be present early to avoid the rush.

My strength is failing, so I will close, as a lady has just asked me how long before the train is due. I tell her thirty minutes. She says, "That is railroad time; how long will it be city time?"

Faternally,

Lowellville, O. D. F. RICHARDS.

#### Freight and Passenger Traffic.

EDITOR THE STATION AGENT:

I have given considerable thought to Mr. Geo. H. Heafford's paper in the March issue of THE STATION AGENT, and while I admire its general importance and demands for recognition, especially do I note the latter part of same, in which he deals pointedly with the question of the necessity of our general managers recognizing the advisability of more closely allying the freight and passenger departments of a railway system, to the mutual advantage of both. The average railway man-

ager, superintendent and employee too frequently carry the impression that from the freight traffic alone must we look for our revenue, seldom pausing sufficiently to even give credit at all to the passenger department as a means to any extent of attracting business to their respective lines, while the truth is as stated by Mr. Heafford, in a large degree the freight traffic on any line is dependent upon the prevalent impression of its passenger service. To be successful in any line of business, calling or profession, a man must not only be shrewd and far seeing, but he must be personally popular. Thus combined he not only attracts old business, but actually creates new business. So it is with a railway. To be popular your service must accommodate the people. To accommodate the people creates traffic, both passenger and freight, which as surely must follow as that two follows one. Where the trouble lies is in the continued effort of the operating department to minimize their expenses, which very often takes them beyond the point of prudence and efficient management. We cannot, however, censure the general manager too severely upon this ever-recurring effort on his part, as extreme carefulness should ever be his motto, and spasmodic ventures never. This is an opening for those yet under him in authority; even those in the ranks, whose familiarity brought about through constant contact, render it possible for them to bring to the notice of those in authority facts and figures which may deter a superior official from a costly experiment, and often result to our personal as well as to the financial interest of our employer—the railway company. To a certain extent all men are wont to await the precedence of another. Thus in life many noble aspirations and ambitions are dwarfed. Why not apply the same idea to the question at issue. The recommendation may seem trivial and enclosed with fear of assumption, yet it may be the leader to an important venture, the results of which would prove of untold value, with exactly reverse results had the germ been smothered in its infancy.

A. H. HARVEY.

Atchison, Kan.

#### Death of an Indiana Member.

EDITOR THE STATION AGENT:

We were shocked last week in this city to learn of the sudden death of Mr. A. H. Matthews, agent I. I. & I., at North Judson, Ind. Mr. Matthews was for some time west-bound rate clerk at Kankakee, and all the boys loved



Matt. He was taken sick on Saturday and not considered dangerous until Tuesday evening, and died Wednesday morning at 8 o'clock. He was buried at his old home at Monmouth, Ill. Mr. Bates, our superintendent, very kindly furnished a special train from North Judson to Streator and transportation over the C., B. & Q. for the funeral party. The floral offerings furnished by the railroad boys were very fine. Mr. Matthews was a member of the R. A. A., and will be remembered by many who attended the Jacksonville convention. He was a hard worker and always pleasant and agreeable, and the railroad boys at Kankakee all loved him as a brother. He was a member of the Masons at North Judson and the K. of P. at Kankakee, and the latter took charge of the funeral and left nothing undone for their dead brother or his bereaved mother. He was also a member of the Columbian Social Club of this city, whose members turned out to view the remains as they passed through. The bereaved mother and brothers have the heartfelt sympathy of all the employees who knew him in this city, and a host of others.

Kankakee, Ill.

M. J. H.

### The Kind of Men We Want.

THE little monthly issued by Ohio Division has a communication which is so much to the point that we reprint it here for the benefit of all members of the association. The name of the writer is not given:

I enclose my yearly dues, and in thinking the matter over and analyzing my feelings, I find that I am more interested in our R. A. A. than ever before. In order to have you understand my view of the matter I will give a few well known axioms:

The railway is for the accommodation of the public, and the patronage of the public is its only support.

The success of the road is in direct proportion to the public patronage, and whatever increases the patronage increases the value of the road as well as its earnings.

All the business of the road is done through its agents.

The agent stands between the public and the company. He is the driving belt from the power (the public) to the "line shaft," and as such he must have a firm hold on the confidence of the people and the unqualified support of his company.

In towns having competing lines the most efficient and obliging agent gets the business; consequently his road gets the earnings.

In looking over these plain and well-known truths, is it any wonder that companies favor our move to improve the agents and secure the more hearty support of the public?

This work cannot be done by individual effort, but "in union there is strength." We have the best men in our order. We meet with them and receive freely the benefits of their long and successful experience, to say nothing of the acquaintance of such a grand army of fellow-laborers whose fellowship does more than anything can do to make us feel proud of our occupation and the loyal men who compose it.

We who are young in the work learn much from those of experience, and those of us who have been long in the service receive new vigor and inspiration from association with the young and enthusiastic.

As we move upon the public with the gentlemanly bearing which our association teaches, our companies will be obliged to see that there is such a thing as creating business, and that competent men can do it. This will bring better pay and permanency of position, as it will be economy for the company to pay liberally for men who are "hustlers."

Our very separation from each other is one of the strongest bonds of our order. It makes our meetings far more enjoyable than if it were no effort to get together. Our occasional meetings resemble the proverbial "angel's visits," and like those do not by their frequency lose their interest.

We are proud that we are not a "striking" organization. We are after more permanent results than ever were secured by force. We propose to train ourselves for better work that we may better serve the public and increase the earnings of our companies.

We propose to educate the people to a fuller understanding of the benefits of railways.

We propose to convince our companies, by our greater efficiency, that we have a greater commercial value.

Yes, I am for the association because it can help me. It enlarges my knowledge of my own and competing lines, thus increasing my usefulness.

I am also for "Notes and Suggestions," it is in touch with our Division members and annihilates the distance between us.

This is a glimpse of my reasons for membership, and I fail to see a single reason why I should not be a member. Is there a reason why any live agent should not enjoy the benefits of our order?

I will close with a quotation from Patrick Henry: "They tell us we are weak, unable to cope with so formidable an adversary, but when shall we be stronger? Shall we gain strength by irresolution and inactivity?"

"Come, let us reason together."

Yours for success, A GENT.

Gazzam—Do you think that people will have some occupation in the next world similar to the one they have here?

Gaddox—I hope so.

Gazzam—Why? What do you do?

Gaddox—Nothing.—Vague.



### The R. A. A. in the Keystone State.

#### A LIVELY MEETING OF THE PHILADELPHIA DIVISION. SECRETARY SHAW WARMING UP THE EARTH.

IF the members of the Philadelphia Division of the R. A. A. but half realized the spirited and interesting and enjoyable character of that Division's meetings, there would not have been a man of them absent when President Griest called the last meeting of the Division to order on the evening of June 15th, 1893. And as for the next meeting, if the members are not waging a good-natured battle as to who shall get there soonest and stay latest, they will be doing an injustice to themselves, a wrong to their Association, and a slight to its local officers, who are working hard to make this a model Division and should receive all the encouragement possible. Secretary Shaw deserves especial mention for the energetic manner in which he is forcing things in the Division—holding fast with one hand to its present membership and vigorously reaching forth with the other to gather in new blood. Among those present at this June 15th meeting, and who kept down the intense heat of the evening by taking one's thoughts away from it and centering them in his interesting remarks, was W. R. Fraim, of Hamburg. It did one good to meet this cheery gentleman and gladden in the music of his voice. A number of matters pertinent to the advantage of the organization in general and to the Philadelphia Division in particular were brightly discussed, but that relating to the speedy and strengthening increase of membership carried over from the May meeting still held foremost place in the proceedings. There seems to be an earnestness about this question of new members that cannot be daunted and that will not be satisfied until the list reaches the proportions of at least three figures. So those freight agents who are hiding up a tree, like Davy Crockett's 'coon, might just as well come down and enter the list willingly as wait to be brought down by the unfailing gun of the Division's loading and Secretary Shaw's firing. Another gentleman who graced the meeting with his jovial presence was J. J. Becker, of West Conshohocken. Mr. Becker is no relation to that well-known beverage Eimbecker, but there is a good deal of sparkle to him nevertheless, and meetings will never be dry when he is present.

There was a great deal of regret expressed at the delayed issue of THE STATION AGENT. The members feel sorry for Editor Wright's indisposition and hope that he may have an early restoration to robust health and physical vigor, and thus be able to send out the magazine with its old-time promptness and regularity. They feel convinced that that would be a great help to them in renewing and keeping up the flagging interest of members in the Association and an incentive to others to come into the fold. A great deal depends on THE STATION AGENT, and the Philadelphia Division herewith send up a prayer for Editor Wright's speedy recovery and a plea for the timely issue of THE STATION AGENT.

J. C. Buchanan, of Thorndale, made a very pleasing addition to the attendance and helped on the good cause with many a word wise and witty. He don't date quite as far back in years as his namesake, President Buchanan, nor bear such a distinguished title; but then he has this advantage, *he* is alive. And to most of us it is a better thing to be a live freight agent than a dead president.

Secretary Shaw had several copies of a neat little four-page paper issued by and circulated in the Ohio Division. They were filled with interesting notes and news concerning that Division and are intended as a local medium only through which to reach members of that particular Division. But they bristle with so many good points, applicable equally as well to one Division as another, that they prove of general value, and the reading of them aloud filled a half hour with advantage and pleasure. They are an experiment with the Ohio Division as yet, but there can be no doubt that they will act as a very agreeable and persuasive agent in keeping the members of that Division awake to its doings and faithful to its membership. The present idea is to issue it once a month and have it serve as a sort of local supplement to THE STATION AGENT. G. H. Austin, secretary of the Ohio Division, certainly deserves a great deal of credit and commendation for the admirable manner in which he edits and conducts this delightful little paper, and if the members of the Ohio Division are not well informed in regard to themselves, entertained in a gratifying manner, happily amused, loyally inspired, and strongly held in place, it won't be through any lack of effort on the part of Mr. Austin. Secretary Shaw's object in introducing the papers to the meeting was to bring on a discussion as to the advisability of instituting something of the kind in the Philadelphia Division. The proposition met with instant and enthusiastic favor, but



up to this time, unfortunately, Pennsylvania printers have held themselves so much higher priced than the Ohio brand that the matter will have to be postponed for a short time at least.

Schuykill Haven was forcefully represented at the meeting by S. E. Frick, and Charles Martin, of Philadelphia, held up the Quaker City end in an able and sprightly manner, while President Griest kept a firm and skilful hand upon the rudder, holding the little craft of goodfellowship well in the center of the stream as Secretary Shaw pulled stroke oar or shifted the sail as occasion required. It is reasonably expected and earnestly hoped that there will be a larger crew to man this vessel when it starts upon its next trip, the date of which will be duly communicated to each member, and as there is plenty of deck and cabin room there is no excuse why the attendance should not consist of the entire and complete Philadelphia Division.

W. MCK.

Philadelphia, June 17th, 1893.

#### Death of an Ohio Division Member.

OHIO Division reports the death of another brother, Mr. E. Morgan, agent of the B. & O. S. W. at Oak Hill, O. He passed away April 7 of lung trouble. Mr. Morgan was forty-six years old and had been agent at Oak Hill for many years. He was a leading citizen and business man, being a director in the Oak Hill Bank and identified in other branches of business in the town. He leaves a widow and six children. The agents on Portsmouth division of the B. & O. S. W. through President Berthold, presented the bereaved family with a beautiful floral design as a token of their friendship and sympathy. Brother Morgan joined Ohio Division last December.

#### Beware of Ointments for Catarrh that Contain Mercury,

As mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally, and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.

Sold by druggists, price 75c. per bottle.

#### Discrepancies in Cash Remittances.

OF the many annoying circumstances which grow out of the multitudinous relations existing between railway station agents and their various superiors, perhaps none are so perplexing as those which occur in connection with remittances. It is the common practice upon railroads for the agents at the several stations to send their cash collections at stated periods to the general office or some designated place of deposit. These amounts are usually forwarded by express, and it frequently occurs that the report of the receiving cashier as to the amount contained in the envelopes does not agree with the agent's report accompanying the remittance. Unless the discrepancy between the reports can be explained the station agent is always required to make good the amount, a rule which, although unjust in principle, is apparently necessary under the circumstances. A railway company's cashier at the general office is not necessarily more honest or more correct than are the agents at the stations, but the percentage in his favor as compared with all the agents is as the number of the latter to one. Some means ought to be devised whereby this difficulty might be removed, for although discrepancies of this nature are comparatively rare, a sufficient number of shortages occur, and of a sum sufficient to amount in some cases to an actual hardship.

[This is a subject which THE STATION AGENT has referred to before, and which every agent is vitally interested in. Have any of our readers suggestions to make by which this difficulty can be removed? We would like to hear from them.—ED.]

#### A Lady Sixty Years Old Cured in Eight Months.

RIVERSIDE, CAL., Jan. 9, 1892.

Dr. G. F. Webb, Cleveland, O.:

I am most thankful to write you. I have now had my Appliance about eight months, have not worn it much for the last two months. You will remember when I came to your office at Ashtabula, Ohio, with my daughter, I was suffering with neuralgia, dyspepsia and nervous prostration, also palpitation of the heart. I am now in comfortable health, can eat anything I wish and I stood the journey to Riverside, better than my daughter. I take pleasure in recommending your Electro-Galvanic Appliances to all whom I meet.

Sincerely Your Friend,  
MRS. SARAH J. WILLIAMS.

See that your neighbors and friends are informed in regard to THE STATION AGENT Locating Bureau.





## OFFICERS FOR 1893.

PRESIDENT.	H. E. DAY,	Gainesville, Fla.
1ST VICE-PRES.	W. B. CONARD,	Philadelphia, Pa.
2ND VICE-PRES.	WM. LOWMILLER,	La Crosse, Wis.
3RD VICE-PRES.	J. A. DART,	Ridgeway, Ont.
TREASURER.	T. W. VENEMANN,	Evansville, Ind.
SECRETARY.	C. G. CADWALLADER,	Philadelphia, Pa.

All Communications Intended for this Department should be addressed to C. G. Cadwallader, Secretary, 3445 Chestnut St., Philadelphia, Pa.

## How to Join the I. A. T. A.

THE STATION AGENT reaches many ticket agents who are not members of the International Association of Ticket Agents. It goes without saying that every ticket agent should be on the membership list. The coupon ticket sellers of the country ought to be united in one harmonious and conservative organization. That such organizations of agents are approved of by railroad officials is shown by the extraordinary courtesies extended to the

I. A. T. A. on the occasion of their annual convention. The initiation fee in the International Association of Ticket Agents is \$10 and the annual dues \$5, both payable in advance. The membership year ends July 31. This amount with application should be sent to C. G. Cadwallader, Secretary I. A. T. A., Broad Street Station, Philadelphia, Pa. An application blank is given below. Start the new year by joining the I. A. T. A.

## International Association of Ticket Agents.

## APPLICATION FOR MEMBERSHIP.

TO THE OFFICERS AND MEMBERS OF THE I. A. T. A.

No. ....

*Desiring to become a member of the INTERNATIONAL ASSOCIATION OF TICKET AGENTS, I hereby make application for this honor, and herewith enclose fifteen dollars (\$15.00), the amount of initiation fee (\$10.00) and dues for the current year (\$5.00) ending August 31st next, and promise, should I be found worthy and become a member, I will conform to and abide by the Constitution, Rules and By-Laws as present in force or as hereafter amended, or forfeit all rights and benefits of membership.*

Signed,

Full Name .....

Occupation .....

Place .....

Private Address .....

Date .....

We, the members of the "State Committee," have made full and diligent inquiries, and do hereby certify that the applicant whose signature is hereto attached is employed as subscribed, and is a man of good reputation.

Committee.

Committee.

These blanks will be furnished members upon application to Secretary C. G. Cadwallader, 3445 Chestnut Street, Philadelphia, Pa.



## State Committees.

The following is a list of the state committees through whom applications for membership must come hereafter. Ticket agents desiring to join the association should consult this list and confer with the member for their section, as all applications must be referred to the committeemen for the state in which applicant resides before he can be admitted to membership.

Alabama—J. W. Johnson, Union Station, Birmingham; C. M. Frost, A. G. S. Ry., Attalla.

Arizona—T. A. Brown, A. & P. Ry., Flagstaff.

Arkansas—R. M. Smith, Hot Springs Ry., Hot Springs; C. E. Swindell, St. L. I. M. & S. Ry., Texarkana.

California—

Colorado—Joseph Milner, B. & M. Ry., Denver; E. F. Lackner, Union Depot, Denver.

Connecticut—W. S. Wetherbee, N. Y., N. H. & H. Ry., Middletown; H. L. Stocking, N. Y., N. H. & H. Ry., Hartford.

Delaware—R. L. Appleby, P. M. & B. Ry., Wilmington.

District of Columbia—O. E. Newton, C. & O. Ry., Washington.

Florida—C. S. Beerbower, F. C. & P. Ry., Jacksonville; H. E. Day, Gainesville.

Georgia—F. J. Robinson, Columbus; A. B. Quinker, Macon, Ga.

Idaho—

Illinois—H. D. Leek, Relay Depot, East St. Louis; J. A. Robbins, Dearborn St. Station, Chicago.

Indiana—C. H. Adams, C. H. & D. Ry., Indianapolis; E. E. South, C. C. & St. L. Ry., Terre Haute.

Iowa—C. F. Spaulding, C. M. & St. P. Ry., McGregor; Jas. Hunter, C. B. & Q. Ry., Des Moines, Ia.

Indian Territory—A. J. Peck, T. A. M. K. & T. Ry., Vinita, I. T.; J. O. Jones, T. A. M. K. & T. Ry., McAlester, I. T.

Kansas—E. E. Bleckley, Mo. Pacific, Wichita; H. C. Bossart, Hiawatha.

Kentucky—J. A. Murray, L. & N., Glasgow; S. T. Swift, Lexington, Ky.

Louisiana—W. J. Collins, 123 Center St., New Orleans.

Maine—S. H. Hellen, P. & R., Portland; F. O. Snow, B. & M., N. Berwick; C. C. Benson, Lewiston, Me. Cent. Ry.

Maryland—J. C. Lassen, B. & P., Baltimore; M. M. McLanahan, Williamsport, Md.

Massachusetts—J. L. White, B. & A., Boston; W. S. Rodiman, Conn. R., Northampton.

Michigan—J. S. Hawkins, Mich. Cen., Grand Rapids; J. F. Lamond, G. R. & I., Mackinaw City.

Minnesota—D. N. Gates, C. M. & St. P. Ry., Albert Lea, Minn.; V. D. Jones.

Mississippi—F. M. Comfort, E. T. & G., Meridian; J. R. Young, Ala. Aberdeen.

Missouri—J. L. Williams, M. K. & T., St. Louis; E. J. Perry, K. C., Ft. S. & M., Springfield.

Montana—R. E. Spurrier, Union Station, Garrison.

Nebraska—T. R. Mason, Mo. Pac. Ry., Fall City.

Nevada—

New Hampshire—Alonso Elliott, C. & M. and B. M., Manchester; C. A. Wight, Mass.

New Jersey—L. William, Penna. Orange; D. B. Young, W. J. & C. & A. Ry., Atlantic City.

New Mexico—J. S. Nelson, A. T. & S. Fe, Hot Springs; A. J. Coats, Eagle.

New York—H. W. Hunter, N. Y., C. & H. R., New York; E. N. Blood, Union Depot, Buffalo, N. Y.

North Carolina—A. C. Boon, R. & D., Gibsonville; D. E. Sellers, Burlington.

North Dakota—

Ohio—Wm. Brown, Union Station, Cincinnati; L. W. Buckmaster, C. H. V. & T. Ry., Columbus.

Oregon—C. P. Houston, Sou. Pac., Junction City; R. Chapman, Victoria, B. C.

Pennsylvania—Henry Carpenter, Penna. R. R., Pittsburgh; C. D. Gladding, B. & O., Philadelphia.

Rhode Island—

South Carolina—B. K. Delorme, C. S. & N. Ry., Sumpter; S. S. C. McGrew.

South Dakota—F. W. Cole, C. M. & St. P., Parker; H. S. Kelsey, C. & N. W. Ry., East Pierre.

Tennessee—A. G. Pearce, Ill. Cent., Milan; I. T. Rhodes, Fayetteville.

Texas—S. W. Bogy, St. L. & A. T., Corsicana; C. C. Oden, Union Depot, Dallas; J. M. Knight, So. Pac. Co., San Antonio.

Utah—F. L. Copening, Spanish Forks.

Vermont—G. T. Hazen, Cen. Ver., Windsor; F. F. Conkey, Fitchburg, N. Powmal.

Virginia—T. M. Ziegler, Shen. Val., Luray; R. H. Fisher, C. & O. Richmond.

West Virginia—M. C. Fuller, B. & O., Piedmont; H. G. Bowles, Monongah.

Wisconsin—A. C. Flanders, C. M. & St. P., Portage; H. C. Stroug, C. & N. W., Baraboo.

Ontario—S. H. Palmer, Mich. Cen., St. Thomas; J. A. Dart, Mich. Cen., Ridgetown.

Wyoming—

Mexico—W. J. DeGress, Mex. Cent. Ry., Mexico.

## Charlie Murray's Mission.

TO DETERMINE HOW MUCH A MAN CAN EAT—  
THE IMPROVEMENTS AT BROAD STREET  
STATION AND THE READING TERMINAL—WHO IS THE SILENT  
MEMBER—PLAYFUL PARAGRAPHS ABOUT PHILADELPHIA'S PECULIAR  
PEOPLE.

IT has many times been thought, and as often suggested, that it would be an excellent thing if the I. A. T. A. had some other and definite object than that of mere sociability. For while the spirit of companionship—the purpose of convivial relations, is certainly a very pleasant one, it has been argued that so large and intelligent a body of men ought to evolve from their higher nature a more elevated aim, and by the development and enforcement of it not only measurably profit its membership but compel and receive the respect and the commendation of the general public. And now, without any preconceived effort or any striving, a very laudable design has originated in the ranks of the I. A. T. A., and already been considerably amplified by several very encouraging experiments upon a number of its members. Moreover, it is very gratifying to state that the nature of this undertaking is of a physiological character—that it consists, in fact, of the study of and practical tests in physical science.

Those of us like Col. DeGress, William Lohmiller, "Jaggs" Fagan, President Day, Major Little, Matt Gordon, Tom Campbell, Charlie Gladding, Tom Vaille, and a dozen others, who have devoted many years to reading and research in this direction, know very



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## ALL HOPE.... HAD FLED....

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EFFECTED BY THE

## DR. G. F. WEBB ELECTRO-MEDICAL APPLIANCE.

A Lady of refinement and wealth, in order to  
save her life,

Sends for Dr. Webb's Ladies' Appliance,

And is Cured after seven Physicians have  
failed to give her relief.

### READ WHAT SHE SAYS:

PENN LINE, PA., October 30, 1892.  
Dr. G. F. Webb, Cleveland, Ohio.

DEAR SIR:—Yours received and contents noted. I tell you as nearly as possible how sick I was and the really marvelous cure your Ladies' Electric Appliance did for me. I was taken sick one year ago last May, with an illness which rapidly developed into nervous prostration and enlargement of the liver. Severe headaches would last from two to three days. Some of my doctors thought I had a tumor in my side. My limbs became numb, with a peculiar sensation as if asleep or partially paralyzed. This condition I understood was from a vitiated condition of my blood, and consequent low circulation. I had seven different doctors. My condition was not much improved after having so many doctors, and lying sick for eight months. I concluded to try Dr. Webb's Appliance. When it came I was fearfully emaciated and very weak, and when I began to wear it I did not understand it thoroughly and it burned me, but not after learning more about it. At first I was so much reduced that I was obliged to use a very weak current. I soon found out the belt had accomplished more than the doctors were able to do, and that I was in a fair way to recover my lost health. My neighbors and others who knew of my condition were astonished at my return to health, and I lose no opportunity to tell how it was brought about, solely by the use of Dr. Webb's Appliances. You will appreciate in some measure what your Belt has done for me when I tell you that money could not hire me to exchange my present feelings for the terrible suffering I had before I got your Belt. Your Belt removed the lump or tumor after being sick so long. I can walk two miles and ride all day. Almost everything ailed me. I was afflicted from the top of my head to the bottom of my feet. My sister, Miss Maria Platt, got sick and the Belt cured her the same way. I am about thirty years old; the world is like a new one to me. It is with feelings of gratitude I write you this letter, and with the hope that it may be a relief to others who are suffering as I did. I can make an affidavit to this, which will show that it is true and beyond any question.

Yours truly,

Mrs. C. M. ROBINSON,

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176 Broadway, New York.

**\$300**

to be paid for distributing literature in your name by our big  
advertisers. HURDLESS means money for show work.  
ADVERTISING BUREAU, 60 BROADWAY, NEW YORK.



is not necessary for me to name him here; you all know him, and I am sure instantly recognize him by his endearing sobriquet of—The Silent Member.

#### IT IS WHISPERED

That Major Little's faith in THE STATION AGENT as an influential journal has been greatly increased within the past month. The April issue expressed the hope that the Major would not, in his new role of a married man, break his record on profanity when he came down stairs in the mornings and found the kitchen fire out. The paper had been in Philadelphia only three days when a fine gas stove completely equipped was delivered at the Major's home with the compliments of the sender. The Major could ask no better proof than that that THE STATION AGENT is thoroughly read and practically heeded. I shouldn't be surprised if this number of THE STATION AGENT brought him in a clothes wringer and a garden hose. As for a supply of fuel for the gas stove, the Major at first thought of securing a connection with Charlie Gladding, but taking into consideration the highly explosive nature of Gladding, and his frequent alarming and destructive outbursts, he concluded it wouldn't be safe, as he never could tell just when Gladding would let in a rush of the elastic fluid and blow everything up. Mr. Gladding is so sudden and so terrific!

That Billy Conard often sits in awful contemplation of the startling and impressive fact that Solomon, who was the wisest man that ever lived, that even he, in all his glory, never rode a bicycle.

That Charlie Noelke possesses wonderful ability of adapting himself to circumstances. In proof of which it is related of him that one time in his life he was stricken with chills and fever and he immediately started a cake and ice cream saloon, and baked the cakes on his fever and froze the cream with his chills.

That as a gentle reminder to his wife Major Little recently figured out on the headboard of the bed with a lump of chalk these hintful lines:

When Tom Vaille grows a whiskered rig  
Upon his cheeks and chin,  
And Appleby puts on a wig  
To shut his bald spot in,  
And Harry Ketcham fits his nose  
With specs to help his eyes,  
And I wear false teeth in two rows,  
I'll still be fond of pies.

That Bob Beatty and Charlie Harps look so much alike the same dose of medicine will cure either one of them.

That Fine Cut Price says he can always tell John Butz three squares away. That is, whenever he sees something coming up the street or along the road that looks like a bake shop he knows it's Butz. And he's about right; for it's just as Mark McGrillis puts it, Butz is a little tart.

That notwithstanding some ill-considered grumbling, the railroad's fair in making the ticket fare to the World's Fair.

That Billy Raynor, the priestly-looking ticket seller at the Broad Street Station, is one of the most popular men in the business. He is a favorite with young and old alike, and women for miles around come into Philadelphia time and time again just for the pleasure of buying a return ticket from him. A few days ago a venerable old lady, with snow white hair and the gentle sweetness which comes with graceful old age, stepped up to his window and after making her ticket purchase said to him: "I haven't been here for some time and I was a little afraid I wouldn't find you here. Didn't know but what you had left. I'm awful glad you are still here. I like to come to you. You always talk so nice to old women!" And he does, Madam, he does! But for honeyed eloquence and the passionate poetry of the soul you ought to hear him talk to *young* women once! It would even tickle the ribs in that ancient blue umbrella which you, Madam, are so carefully guarding there after its three generations of service.

That according to Ed Wallace, the Custodian of the Banner, the latest news is that China has gone Democratic.

That Mayor Stuart, of Philadelphia, in addition to being a strikingly handsome man (and I write this without the faintest intention of applying for a position on the Police force), has a most remarkable memory for faces and pastry. When the special train, carrying the Old Liberty Bell and its accompanying escort from Philadelphia to Chicago a few weeks ago, stopped at Lancaster for a half hour to allow the good people of that town to pay their respects to the Bell and the Beaux, Col. Hambright, who is himself an able and admirable councilman, piloted a few councilmanic friends aboard the train and introduced them to Mayor Stuart. The only time the Mayor and Col. Hambright had ever seen each other before was for a moment or two at the April meeting of the Quaker City Club, but when the intro-



ductions were over, the Mayor broadened the smile a little on his glowing face and laughingly asked Col. Hambright: "And, by-the-way, do you have any big pies up here?" His unexpected recollection of Hambright's face as being one of the Quaker City Club party, and of Major Little's mammoth pie, completely astounded the Colonel and he hasn't altogether recovered his breath yet. And as for the pie, it has been standing on its top crust beating out a tocsin of proud triumph on its pan ever since! while Major Little has spread a foot in height and width and is frequently heard to say: "When Me and the Mayor undertake to do a thing it is as good as done. Just look how we paved Broad Street!" Or, perhaps it is something like this: "I don't know just what shape will be the style in high silk hats next winter. Me and the Mayor haven't decided yet. But you just bet it'll be right, for Me and the Mayor are the stuff!" This reminds me that De Wolf Hopper is going to sing a song in his new burlesque opera of "Panjandrum" entitled, "The Major and the Mayor; or, Who Bit the Pie."

That Harry Ketcham, general agent Great Eastern Railway of England, is now permanently and pleasantly located at No. 379 Broadway, New York, and reports business to be moving along in a very gratifying manner. If you know anybody who is going abroad, he is the man to send them to, for he possesses the ability, the opportunity and the facilities to have them taken the very best care of on the other side.

That now that the army worm has once again come to do battle with all things that grow, Sam Hutchinson will have to get his hair cut or is in danger of losing the crop.

That the Quaker City Club is considering the matter of a moonlight outing. The proposition is to charter a steamer, put an orchestra and an appetizing little supper on board, take their wives and daughters and sweethearts and leave Philadelphia about six o'clock some evening for a sail down the Delaware River, and give themselves over to the sweet delights of moonlight and music, with an inviting and savory supper to lend an additional zest and enjoyment to the trip. This will be the chance of Joe Cardeza's lifetime to sing in his robust tenor "Larboard Watch, Ahoy!" and dance at the same time his inimitable rendition of the Sailor's Hornpipe.

That hop-sacking, when of a dark blue color and made up in a stylish dress, certainly sets off some of the young lady friends of the

Q. C. A. in a very admirable manner. And more than one member of the club has recently been cured of a fit of the blues by one of these above mentioned pretty blue fits.

That Billy Conard wants Tom Vaille to tell him why it is that an ant—which is the merest speck of an insect—has six legs to bear up its tiny body, while an elephant—which is a great big lumbering animal weighing many thousand pounds—has only four legs to carry its heavy bulk around on. It is something to think about.

That the ever joyful Jack Rogers has, since his introduction a column or two above, been ordered to duty at the World's Fair for the summer. Thus does Chicago get Philadelphia's inexhaustible spring of good cheer, tin dipper and all. Jack won't need to kiss the blarney stone in the Irish Village, and if Montana's famous statue, made from its own precious veins, gets tired at any time and wants a day off, Jack is perfectly fitted to take its place, for he is beautiful to look upon and is made up of the genuine metal. If there are any blondes in Chicago, however, I advise them to dye their hair.

That people are wondering how it is that Raynor always walks bent round like a hoop when he comes from spending an evening with his delightful friend, Major Little.

That the Q. C. A. are in duty bound to make Ed Wallace a liberal appropriation to defray the necessary expenses in protecting the Club's Banner from moth during the summer season.

That Bob Beatty's friend "Maude" has recently advised him that there are several things in this world she can never get over. And a barb wire fence is one of them. That's hint enough for Bob. He'll get her over if he has to balloon her. There's no doubt about it, Bob's a jolly good fellow. May his hat always fit him, and may he never be blighted by the frost of misfortune.

That there is some reason to think summer has really set in.

W. McK.

Philadelphia, June, 1893.

### Try This Train.

Train No. 8, the Buffalo accommodation, is a great favorite with patrons of the Nickel Plate Road. It leaves the Broadway depot 6:45 a. m., Madison avenue 6:50 a. m., Euclid avenue 7:00 a. m. Arrives Buffalo 1:50 p. m. Try this train when going east.





### Woman, The Home Maker.

WOMAN is distinctively the home-maker.

Without her refining touches the home ceases to be such and becomes a mere habitat for the animal man. Woman can make a home out of a hovel. Man must have money to make even a respectable dwelling place for himself. Nothing more plainly shows the home making qualities of woman than the difference between the cost of "bachelor quarters" and the home where woman's touch has been the fairy wand to bring order and comfort out of chaos.

The most perfect home I ever saw was a little house in which there were no costly things. But the mother was a creator of home. Her relation with her children was the most beautiful I have ever seen. Even the dull and common place were lifted up and enabled to do good work for souls by the atmosphere which this woman created. Every inmate of her house involuntarily looked into her face for the key note of the day, and it always rang clear. From the rosebud or cloverleaf which, in spite of her hard housework, she always found time to put by our plates at breakfast, down to the essay or story she had on hand to be read or discussed in the evening, there was no intermission of her influence. She always has been and always will be my ideal of a mother, wife and home-maker. It is more than twenty years since I crossed the threshold. I do not know whether she is alive or not. But as I see house after house in which father and mother and children are dragging out their lives in a hap-hazard alternation of listless routine and unpleasant collision, I always think, with a

sigh, of that poor little cottage by the seashore and of the woman who was the light thereof, and I find in the faces of many men and children, as plainly written and as sad to see as in the newspaper columns: "Wanted—A home."

### CHARACTER.

What is character. Webster defines it as a peculiar quality, a reputation; and a reputation is a good name, in general estimation. From my earliest years if there was one thing more than another that my mother tried to impress upon my mind, it was the value of a good name, and the terrible results that follow the loss of it. The Bible tells us "a good name is rather to be chosen than great riches," but in this nineteenth century this fact seems to be lost to many and they care not for the good name, so long as they acquire great riches. The wealth of the world cannot compensate a person for the loss of their good name, especially the woman. Perhaps some may ask why do I say this; for the simple reason that men can, to a great extent, recover their good name, while with a woman it is an almost utter impossibility, even if she tries to do so; there are so many of her own sex that cry her down that as a rule she soon ceases trying. That this is true is a deplorable fact. There are none of us who would willingly part with our good name, so it behooves us to shun all appearances of evil whereby it is at all probable anything detrimental could be said of us. We are all frail creatures of the earth, but with the help of a higher power we can overcome ourselves, and "he that overcometh himself is greater than he that taketh a city." There are many who seemingly have no other mission than to destroy the good



name of all with whom they come in contact. Such people should be avoided, as one would avoid a deadly pestilence, and when, through force of circumstances, we are obliged to be in their society, we should guard well our tongues, and try to forget as soon as possible the insinuations they may have made, regarding the character of others, remembering that we in all probability will be the ones to next receive their attention, with what result we cannot determine, as there are those who would much rather believe ill of their neighbors than any good of them.

#### A FAMILY JOURNAL.

In a certain farm-house twenty years ago a great blank-book was kept, and labeled Home Journal. Every night somebody made an entry in it. Father set down the sale of the calves, or mother the cutting of the baby's eye-tooth; or, perhaps, Jenny wrote a full account of the sleighing party last night; or Bob the proceedings of the Phi Beta Club; or Tom scrawled "Tried my new gun. Bully. Shot into the fence and Johnson's old cat."

On toward the middle of the book there was an entry of Jenny's marriage, and one of the younger girls had added a description of the brides-maids' dresses, and long afterward there was written, "This day father died," in Bob's trembling hand. There was a blank of many months after that.

But nothing could have served better to bind that family of headstrong boys and girls together than the keeping of this book. They come back to the old homestead now, men and women with grizzled hair, to see their mother who is still living, and turn over its pages reverently with many a hearty laugh, or the tears coming into their eyes. It is their childhood come back again in visible shape.

There are many other practical ways in which home ties can be strengthened and made more enduring for children, and surely this is as necessary and important a matter in the management of a household as the furnishing of the library or chambers in good taste, or the accumulation of bric-a-brac. One most direct way is the keeping of anniversaries; not Christmas, Easter nor the Fourth of July alone, but those which belong to that one home alone. The children's birthdays, their mother's wedding day, the day when they all came into the new home. There are a hundred cheerful, happy little events which some cheerful and happy little ceremony will make a life-long pleasure. The Germans keep alive their strong domestic attachments

by just such means as these; it seems natural and right to their children that all the house should be turned topsy-turvy with joy at Vater or Mutter's Geburtstag; while to the American boy or girl it is a matter of indifference when his father and mother was born. We know a house in which it is the habit to give to each servant a trifling gift on the anniversary of their coming into the family; and, as might be expected, their anniversaries return for many years. Much of the same softening, humanizing effect may be produced by remembering and humoring the innocent whims and peculiarities of children. Among hard-working people it is the custom too often to bring up a whole family in platoons and to martial them through childhood by the same general inflexible rules. They must eat the same dishes, wear the same clothes, work, play, talk, according to the prescribed notions of father or mother. When right or wrong is concerned, let the rule be inexorable; but when taste, character, or stomach only is involved, humor the boy. Be to Tom's red cravat a little blind; make Will the pudding that he likes, while the others choose pie. They will be surer of your affection than if you sentimentalized about a mother's love for an hour. Furthermore, do not grow old yourself too soon. Buy chess-boards, dominoes, bagatelle; learn to play games with the boys and girls; encourage them to ask their friends to dinner and tea, and take care that your dress and the table be pretty and attractive, that the children may be ashamed of neither.

"Why should I stay at home in the evening?" said a lad the other day. "Mother sits and darns stockings or reads Jay's Devotions; father dozes, and Maggy writes to her lover. I'll go where I can have fun." Meanwhile father and mother were broken-hearted because Joe was "going to ruin," which was undoubtedly the fact.

#### CULLINGS.

A DOCTOR's wife attempted to move him by her "zars." "Ah," said he, "tears are useless. I have analyzed them. They contain a little phosphate of lime, some chloride of sodium, and water."

"I HAVE turned many a woman's head," boasted a young nobleman of France. "Yes," replied a Talleyrand, "away from you."

A HUSBAND advertises thus: "My wife Maria has strayed or been stolen. Whoever returns her will get his head broke. As to



trusting her, anybody can do so if they see fit; for as I never pay my own debts, it's not likely I'll pay her'n."

THEY have a funny house-pet in the West Indies. It is a great big spider—an ugly fellow—the very sight of which would make anyone who was not used to it want to jump into the middle of next week. These creatures are considered sacred, and are not to be hurt or disturbed on any account. Ugly as they are, they are useful, because they kill the cockroaches that otherwise would overrun the houses. Families who happen not to have any of these pet spiders will take pains to obtain some, just as we would bring home a cat to drive mice away.

OUR miseries are rarely caused by great disasters, but by evils so small that we scarcely notice them. Big calamities startle us, but little disturbances annoy.

HOW TO MAKE CHILDREN LOVABLE.—There is just one way; that is, to surround them by day and night with the atmosphere of love. Restraint and reproof may be mingled with the love, but love must be a constant element.

#### LOW SPIRITS.

A low-spirited turtle who came creeping near me the other day gave such a melancholy puff of a sigh that I couldn't help asking him what was the matter.

"Matter?" he gulped. "Matter enough, I can tell you. I heard a school-boy say, this very morning, that this earth is over 24,000 miles in circumference. That means *around*; doesn't it?"

"Certainly," said I.

"Well then, how do you suppose I feel? How, in the name of all the inches, am I ever to accomplish it? Why, life isn't long enough for the purpose! I can't do it!"

"Do what my friend?"

"Why, go around the earth, of course."

Well, I tried and tried to persuade that turtle that there wasn't the least sense in his trying to do such a thing; that nobody wanted him to, and nobody would care a snap if he didn't; but I might as well have talked to the wind. Around the world he must, could, should and would go. So I said at last, by way of consolation:

"Well, my friend, it might be worse. Think of the planet Jupiter, one of those worlds that twinkle up in the sky. I heard a school-boy say that Jupiter was fourteen hundred

times larger than the earth! Think of that. You ought to be thankful that your lot is cast here instead of there."

At these sensible words, what did that ridiculous turtle do but roll his eyes and gasp harder than ever.

"Alas!" said he, "I didn't put myself here; and how do I know but as soon as I get around this globe I shall find myself suddenly placed on that other one; and I never, never would travel around *that*, I am sure. Fourteen hundred times bigger—fourteen hundred times—Oh my!"

Out of all patience, I shouted out, as he hitched himself along, "Get out of your shell then, and scamper, you absurd thing! Get out of your shell and scamper, or you'll never finish your journey!"

But, children, if you meet that poor misguided turtle don't turn him around. It will put him back, you know. It is a notion common to all the turtles that they must travel around the world, and, I suppose, that's why if you pick one up and set him down with his head in an opposite direction from the one in which he was going he'll turn right around again.

I wonder if girls and boys and grown people, as for that, ever are so foolish as my low-spirited turtle.

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MRS. ALICE MAPLE,			
Oregon, Mo.....	320 lbs.	168 lbs.	152 lbs.
S. B. COPE, Omro, Wis.....	340 lbs.	205 lbs.	135 lbs.
SIMEON VAN WINKLE,			
Franklin, Ill.....	474 lbs.	298 lbs.	126 lbs.
MRS. GEORGE FREEMAN,			
Ft. Bidwell, Cal.....	278 lbs.	172 lbs.	106 lbs.
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*The International Association of Ticket Agents.*

*The Railway Agents' Association.*

*The American Railroad Clerks' Association.*

*The New England Railroad Agents' Association.*

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45-47 Sheriff Street.

R. W. WRIGHT, EDITOR AND MANAGER, Cleveland, O.

GEO. A. ROUND, ASSOCIATE EDITOR, Waltham, Mass.

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VOL. IX. JUNE, 1893. No. 4

Remittances may be made by Draft, Postoffice or Express Money Order, Postal Note, or Registered Letter, and should be made payable to the order of THE CLARK-BRITTON & WRIGHT CO. Currency, unless registered, at sender's risk.

Advertisements and correspondence relating thereto should be addressed to Chas. R. Clark, Manager Advertising Department. Advertising forms close on the 25th of the preceding month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

### NOTICE.

IT is with much pleasure that we announce to our readers that commencing July 1, Mr. M. G. Carrel will take entire charge of the business management of THE STATION AGENT. Mr. Carrel is too well known to require any special introduction to readers of this magazine or to the railroad world generally. His long connection with the International Association of Ticket Agents and other railroad interests have given him an experience that will be of substantial benefit to THE STATION AGENT.

Mr. Wright will continue to supervise the editorial department of this magazine, but by this change will be enabled to devote his entire time to the interests of the Railway Agents' Association and The Railway Surety and Indemnity Co.

To my friends; readers of THE STATION AGENT, and those who may be; to the great

Brotherhood of Railway Officials and Employees from ocean to ocean, and from gulf to bay, I greet you all, your servant, the manager of THE STATION AGENT.

I shall be pleased to hear from each and every one of you and to meet you; to renew old acquaintance and form new ones. I assure you the latch string of the office shall always be out, and the columns of the magazine ever available to the railway fraternity.

I shall make no promises farther than that I shall endeavor, with your assistance and indulgence, to make THE STATION AGENT the best railway magazine in the land.

"We salute you, hail you, take your hand in ours, and greet you with our blessings as with flowers." M. G. CARREL.

*To the members, their wives, sons and daughters, of the Railway Agents' Association and the International Association of Ticket Agents of the United States, Canada and Mexico:*

I desire a personal correspondence with each and every one of you that THE STATION AGENT may keep in touch with all its readers. Your interests are ours, and your friends all over the country look to us to keep them advised of your whereabouts and welfare. We shall make use of such correspondence only with your consent.

Many members, their wives and sons and daughters, are capable of writing very readable articles. All can try, and through trial become proficient. Let us hear from you and if we think best to publish your letter or literary effort, we will advise you and obtain your consent before publication.

Don't overlook this appeal.

Yours truly,

M. G. CARREL.

### Chicago and the I. A. T. A.

Editor of THE STATION AGENT and Members of the I. A. T. A.:

Time is flying. The busier we are the more rapidly the months come and go. Years now seem like months in length. We can scarcely realize that nine months have passed by since the convention held in Philadelphia, and that the next convention is perhaps no farther off, not over twelve months at the outside. The place of holding our next convention will determine the time of holding it. If held in the south not over nine months, if in the north not over twelve months perhaps.

The one great thing in the minds of the people at present (especially in this section with the agents) is the World's Fair. Every-



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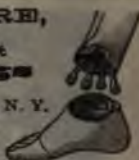
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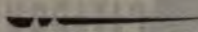
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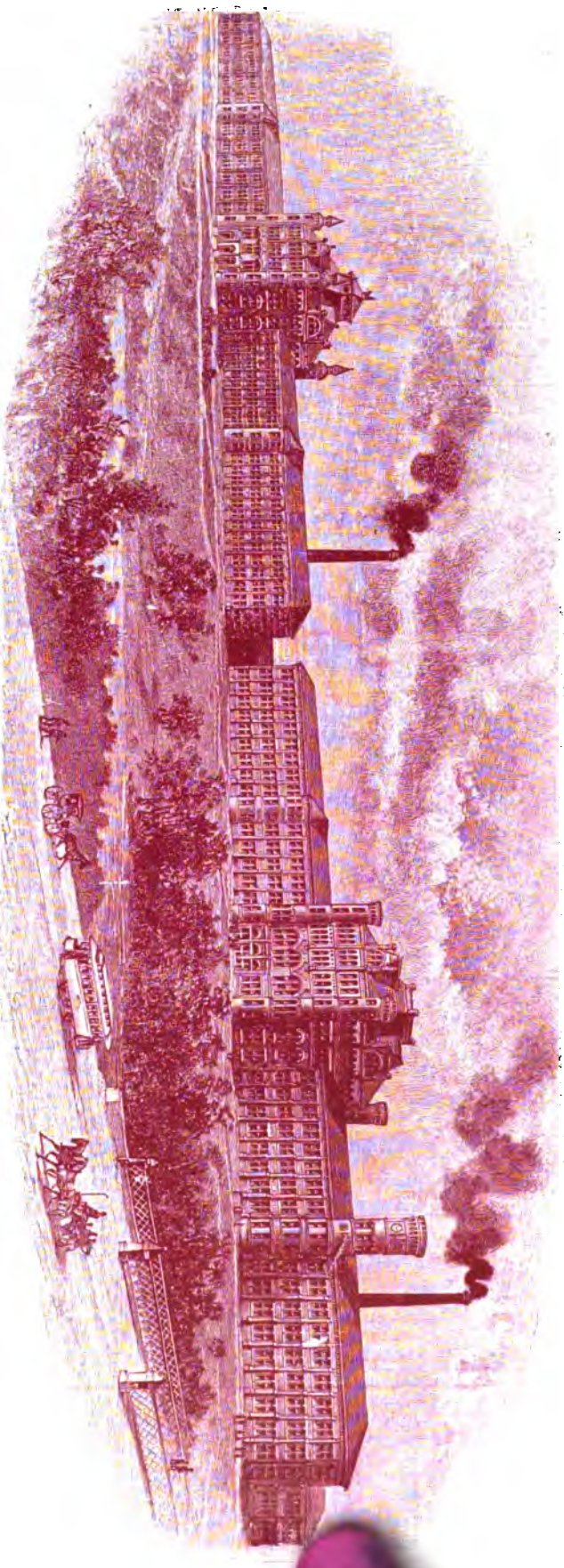


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VOL. IX.

JULY, 1877

No. 1



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Canton, Coshocton, Zanesville.....	12 00 AM	7 00 AM
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Canton-Kent.....	9 35 AM	6 05 PM
Kent.....	8 10 AM	5 45 AM

Suburban trains for Newburg and Bedford leave 6:05, 7:00, 8:55, 11:10 A. M., 1:30, 3:00, 4:55, 7:45, 6:05 P. M. Arrive 6:00, 7:10, 8:10, 9:35, 10:00 A. M., 12:00 M., 1:05, 4:10, 6:30 P. M. Chagrin Falls—trains leave: 6:05, 8:55, 11:10 A. M., 1:30, 4:55 P. M. Sunday only: 5:45 P. M. Arrive 6:00, 7:10, 10:00 A. M., 1:05, 4:10 P. M. Sunday only: 5:10 A. M. Theater train for Chagrin Falls and way stations Monday, Wednesday and Saturday leaves 10:45 P. M.

Trains marked \*daily. All others daily except Sunday.

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Depot Foot of South Water Street.

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	Arrive.	Depart.
Akron & Canton.....	6 45 PM	7 15 AM
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Valley Jt. & Way Stations.....	7 45 PM	7 15 AM
Akron, Canton & Chicago.....	8 10 AM	6 30 PM
Wooster.....	7 40 PM	6 20 PM
Akron, Canton & Marietta.....	7 40 PM	11 00 AM
Akron, Canton & Cambridge.....	7 45 PM	7 15 PM
Wheeling, Washington, D. C., and Baltimore.....	12 40 PM	7 15 PM
Stuebenville & Wheeling.....	10 30 AM	11 00 AM
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All through trains are vestibuled and equipped with an elegant dining car service.

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A Few Pointers for Agents and Their Friends.

Arrange Your Plans in Advance.

Rooms in Private Residences Preferred.

Don't go to Crowded Hotels.

Be as Near the Grounds as Possible.

Deal Only with Responsible Parties.

Deal with "The Station Agent" Bureau.

**OUR ANNOUNCEMENT.**—We take it for granted that nearly every reader of THE STATION AGENT will visit Chicago and the Great Exposition. The question of arranging for accommodations there is the one most to be considered. In order to properly care for our patrons among the agents of the country, as well as for their friends, we have established in Chicago

## The Station Agent Locating Bureau.

### ITS OBJECTS ARE:

1. To establish a central headquarters for agents and their friends visiting the World's Fair.
2. To provide desirable accommodations at reasonable rates and conveniently located to direct car lines to the WORLD'S FAIR GROUNDS.
3. To furnish the necessary information to visiting railroad men from a reliable source.
4. To look after mail, telegrams, packages and other important personal matters for our patrons.
5. To make every visiting agent, or his friends whom he may introduce, feel that he is among friends instead of strangers.
6. In a general way to provide a means for all our patrons to avoid the unpleasant features of a trip which they want to make, but which they have good reasons to dread.
7. To contract for desirable rooms and board at the most advantageous rates possible, protecting our

patrons from extortion of all kinds, and giving them the advantages in the way of locations that a stranger could not obtain. Also the advantages of securing their accommodations by correspondence and knowing before they leave home where they are going to stop and how much it is to cost.

Agents will thus have a general headquarters of their own, with reading room, writing material, telegraph facilities, and every other convenience.

The Bureau will be under the management and control of Messrs. Lockwood & Wright, with Mr. Lockwood as resident manager. Mr. H. A. Lockwood was for years joint ticket agent of the L. S. & M. S., C. C. & St. L. and L. E. & W. R'y's, at Sandusky, Ohio. Mr. R. W. Wright is editor and manager of THE STATION AGENT, and Grand Secretary of the Railway Agents' Association of North America.

We welcome all agents and their friends. Send for particulars.

**OUR LOCATION** is particularly advantageous, our office and all our rooms being within ten minutes ride by electric cars from the Fair Grounds.

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**SPECIAL NOTICE.**—In order to satisfactorily establish our Bureau in the confidence of the public, we have decided to **MAKE NO CHARGE FOR OUR SERVICES.** This will not affect our commission to the agent.

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# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.*

VOL. IX.

JULY, 1893.

No. 5.

## TWO IMPORTANT REPORTS.

PAPERS ON STATE SUPERVISION OF RAILWAYS AND RAILROAD ADMINISTRATION.

EVERY person must, in a large measure, form his conclusions on his own judgment, after hearing all the points of argument, and to be just must keep in mind reading between the lines, that every human opinion, however honestly expressed, is tinged with personal prejudice and limited thereby. Human knowledge is bound within a cycle or combination of experiences and observation peculiar to each individual.

In the June issue of THE STATION AGENT we published an extract from an address of Justice Brewer before the New York Bar Association. Herewith we print extracts from the Reports of the Railway Commissioners of Massachusetts and Pennsylvania. Under the head of "Railroad Administration" the commissioners of Massachusetts say:

It is evident that the railroad questions which now most nearly concern the people of Massachusetts are not those of railroad construction, but of railroad administration. They do not relate to the building of new and additional lines, but to the proper working of the railroad systems which already exist. It is important, therefore, to find out, and to secure if may be, that kind of railroad administration which is likely to be attended with the best results to the public, and to the railroad corporation as well.

It is conceded that the management of any considerable railroad system calls for large organizing and executive ability. No department of business enterprise, perhaps, demands or gives scope for larger. But ability of this sort is not the only requisite for the highest order of railroad administration. A railroad corporation is a public as well as a private corporation. In strict legal definition it is a private corporation, because its shares of stock are held in whole or in part by private persons. It is a public corporation in the larger sense that it is created and vested with extraordinary powers by public authority, is subject in important respects to public control, and holds its franchises and property in trust for public uses.

The administrator of a railroad system is therefore charged with a public as well as a private trust; and no man who has not, in ad-

dition to mere business ability, the instinct and capacity to administer a public trust, can be in any high degree a great or successful railroad manager. In the execution of the private trust, he is bound to have due regard to the interests of the stockholder. A railroad corporation is not a corporation for charitable uses, and the stockholder is entitled to a fair return on his investment. In the discharge of the public trust, he must be quick to see and ready to provide with wise and liberal forethought for all the public needs and interests which the railroad is intended to subserve. There is fortunately no incompatibility between the two duties. One and the same line of policy leads to the highest success in the discharge of both.

It is a narrow-minded and mistaken policy which, with an eye to the interests of the stockholder, endeavors to get the most money out of the public in return for the least and poorest service. No management is worse in the long run for the stockholder as well as the public, unless it be a management which, really caring nothing for either, concerns itself chiefly with the manipulation of the securities of the corporation, exhibits more or less net earnings and declares larger or smaller dividends with a view mainly to the effect on the market value of the shares, and goes out of office with the next deal in the stock as it came in with the last. A road managed on either of these plans deserves and is bound to grow poorer instead of richer, and sooner or later is destined to come to the hands of the receiver, or to be swallowed up, with manifest advantage to the public, by some better managed and stronger corporation.

On the other hand, from the standpoint of the stockholder as well as that of the public, the wisest and most successful railroad administration is that which to the limit of its ability gives to the public the best service on the most liberal terms. The corporation which adopts the highest standards for the construction, equipment and operation of its road, which is the most ready to respond to the constantly growing demand for larger and better commercial facilities, which makes most ample provision for the convenience, comfort and safety of travel, which is content with fair and ordinary dividends on its shares, and is willing to expend a just proportion of the moneys received from the public in outlays for the pub-



lic benefit,—most surely attracts business and population to its lines, and creates the traffic from which its growing revenues are derived. At the same time it gains the good-will and co-operation of the public,—an item of no small account in the assets of a railroad company.

It may be laid down, then, as the law which lies at the foundation of the best and most successful railroad administration, that the corporation which with the most intelligence, and in the broadest and most liberal spirit, shapes its policy and directs its energies to the promotion and development of the interests of the public, the most surely and permanently advances and secures its own interests.

This is not a mere ideal standard or theory of railroad administration which must await some future millennial period in railroad history for its realization. In greater or less degree, and in increasing measure, it is already finding practical illustration in the management of some of the railroads in this state, to the manifest gain of the public, and with corresponding benefit to the corporation. With respect to other roads, it cannot be said to have had as yet a perceptible influence in liberalizing the spirit and elevating the standards of management. Its adoption to any extent marks a distinct advance in the policy and methods of railroad administration. Further progress in this direction will not be best secured by means of direct compulsory legislation, but will rather be the outcome of agitation and discussion, of the pressure of public opinion, of a larger intelligence and more enlightened spirit in railroad management, and a more thorough conviction that the interests of the corporation and the public interests lie along the same line of policy. With the full and general adoption of the law or principle of railroad administration which has been indicated, the so called railroad problem will have found its best and only complete solution.

Under the head of "State Supervision of Railways" Mr. Thos. J. Stewart, Secretary of the Internal Affairs of the Commonwealth of Pennsylvania, says:

The history of railway enterprises in the United States fairly well establishes the fact that railway interests are safest and of more stable and permanent character under official regulation on the part of the state or nation, or by both state and nation, in their proper spheres. The success of some railway enterprises and the failure of others are in many cases due to a fierce competition which has brought success to the strong, disaster to the weak, and produced unstable conditions of values throughout the country. Regulation of the nation, and by the several state authorities, seems now to have been beneficial to all concerned. The application of business principles as a means of enhancing the values of railway stocks, or increasing the revenues from the operations of railways, has been too often disregarded. The existence of these conditions has not only been detrimental to railway enterprises, but carried wide destruction to the interests of the shippers generally by

helping some at the expense of the many. For it is true that recklessness in railway management is prolific of unjust discrimination. The best authority on railway management now seems to invite and welcome the enactment of proper laws for regulation and supervision, while communities and the public generally, for whom the railways should also be considered conservators, are looking to restrictive legislation and supervision as a means of relieving shippers from that unjust discrimination which is prohibited by the constitution not only of this state but of many of the states of the Union. So the brightest railway managers have in a measure learned that there is nothing to be feared from just laws, and that their impartial administration will generally conserve the best interests of the railways as well as of the public. The absolute freedom of the individual is a condition not to be desired either by the individual or by his fellow-being, and the welfare of society, the protection of property and life, require that these bounds of natural freedom be so far restrained as shall be necessary for the good of all. This is a principle of elementary law and is as old as law itself. Our early railway building as a rule progressed for years unhampered by restrictive legislation or railway supervision. There seems to have been absolute freedom to build *when, where and under such conditions* as suited the judgment or caprice or the borrowing capacity of the projectors. The public service of railways, charges for passenger and freight traffic, questions of discrimination, as well as the construction and maintenance of roads and equipments, with reference to the safety of human life, all these, and many other matters, were left entirely to such disposition as might be made of them by each railway management. But as the natural liberty of the individual must be restrained for the general good of all, so time developed the fact that there must be supervision of railway management that would bring about assimilation in the manner of construction, safety of equipment, operation, and uniformity in financial transactions; equitable adjustment of charges for transportation, with a view of prohibiting unjust discrimination, as well as to compel the adoption of the most approved appliances for the safety of the traveling public and for the railway employees. The development of the commerce of the United States has made many changes necessary regarding the affairs of railways and has destroyed the idea that every railway management was a law unto itself. The commerce, not only of this state, but that of the United States, requires that there be a close assimilation and harmony of laws regarding transportation, so that every citizen shall feel assured that rules to which he must submit are also a law equally binding upon every other citizen of the state or nation. Railway supervision, therefore, by force of necessity, has assumed an important position in legislation generally of both state and nation, and its permanency is generally accepted as a fact beyond controversy. No one can contend to day that the public corporations are beyond legislative authority, for the principle is well founded that the power which can create a corporation, and



by virtue of such creation give valuable franchises, has a right to supervise, regulate and control such corporation, and that such control is only limited by the provisions of the constitution and public policy. When the magnitude of the railway interests is considered, their great capitalization, their mileage, and the almost limitless influence in the respective legislatures of the several states, there are two important features which must impress the thoughtful and which reflect credit upon our form of government; first, the power of the law, and, second, the loyalty and obedience of railway managements to its mandates.

In the railway report of this department for the year ending June 30, 1891, a full synopsis was published of the provisions of the constitution and the laws authorizing the Secretary of Internal Affairs to discharge certain duties regarding the several railways whose lines are in whole or in part within this commonwealth. By reference to that report or to the constitution and laws from which the same is gleaned, it will be seen that the Secretary of Internal Affairs is authorized to procure special reports from certain corporations of the commonwealth, whenever it shall appear that there has been a violation of the constitution, or any acts committed which are in themselves *ultra vires*. The Secretary of Internal Affairs has no authority to proceed against the corporations, but is required to certify a record of any illegal act committed, for which there is no remedy provided through the courts, to the Attorney General for his action. The amended act of 1889 does not enlarge or extend the powers of the Secretary of Internal Affairs to an extent that enables him to exercise any supervision over rates, discriminations, manner of construction of railways, equipment, or of the adoption of safety appliances for the security of life and limb, and indeed it would seem that the only authority which he is given, either by the constitution or laws, is in the way of making inquiries to ascertain conditions which, when found, he is authorized to publish in the annual reports of the department; or in case of illegal acts, as aforesaid, certify to the Attorney General. The only penalty provided against corporations that refuse to make reports is the penalty of five thousand dollars, and the only circumstances under which these corporations are liable to the imposition of this penalty is through a failure to make the annual or special reports at the time and in the manner required by law, and the rules and regulations of the department. It will, therefore, be seen that in Pennsylvania there is no provision made by which this department has any control over railway management, or by which it can exercise, in the remotest degree, any supervision over the construction of roads, their equipment, their operations, or their general management. In this regard the Commonwealth of Pennsylvania is substantially alone, for in nearly all the states of the Union railway commissions have been constituted, and in some of the states have exercised authority for many years over railway corporations. They are not all given the same authority, some having bestowed upon them the power to regulate construction, and in such cases the

profiles of projected roads, the surveys, the plans and specifications of bridges and tunnels, and indeed most of the details regarding the characteristics of the road are submitted to the commission before operations are commenced. In other states commissions have not the authority to supervise construction, but have the authority to prevent discrimination in shipments and to adopt a general tariff of rates for both passenger and freight traffic.

Why Pennsylvania should stand almost alone on a question of so much importance is a matter of considerable conjecture, for the railway interests in this state are much greater than those of any other state in the Union, especially as to capitalization. Here the wonderful products of agriculture, mines, forests and manufactures, all dependent upon railway shipment, far surpass similar interests in most of the other states. Perhaps the most reasonable answer that can be given for the conditions that exist in Pennsylvania is that our railways generally are in such an advanced state of perfection that they do not require the supervision necessary in most of the other states. The superb equipment, the excellent management, the adoption of every improvement in the way of comfort and safety for the traveling public, characterize, in a marked degree, the great majority of the railways in Pennsylvania; and it may be said that whatever is of interest for the safety, convenience and comfort of the public in the way of transportation of both passengers and freight is also of paramount interest to the railways themselves. Hence it may be claimed that where such conditions exist railway supervision is not a necessity and that a commission in such a state would have no beneficial result. There would be some grounds, perhaps, for assuming this position, if all the railways were in that high grade of perfection, both as to the characteristics of road and management, as are our best roads. A close observer on the lines of the Pennsylvania railroad, starting from Philadelphia in either direction, will detect but little that can be done in the way of improvement on that splendid line, and it may be accepted as a fact that whatever that company can do, whatever development there may be made in the way of bettering the condition of its line, or that contribute to the safety of passengers and employees, will be done. This corporation has the wealth, the means and the disposition, under its present management, to improve its condition when possible, not only for the advancement of the interests of its owners, but also to render the public the safest and most perfect service. There are lines, however, in the commonwealth, where such favorable conditions do not exist; railways whose interests are represented by stocks which have not paid dividends for years, and whose present condition gives no promise that the stockholders will ever realize in the way of dividends; railways whose whole operations seem to be conducted in the interests of those who fill the several offices or compose the board of directors, and are most concerned in making the roads earn handsome salaries. One cannot travel through the commonwealth without discovering several such lines. The road beds and bridges are often found in an unsafe condition,



while in many instances the equipment ought long since to have been condemned and replaced by new and serviceable equipment which can be used with safety. As before indicated, many of these lines seem to be kept in operation, not in the interest of the stockholder, and in some cases not in the interests of the bondholder, but purely in the interests of the temporary management. There is a duty devolving on the state to go to the rescue of the public who have to transact business with such roads, or have to pass over them as passengers or use them for the transportation of commodities. There can be no question that state supervision is a necessity in such cases, and that these lines should be required to place their tracks, their bridges, their equipment in a safe condition and adopt other means which will conserve the interests of the public; or, if found financially unable to do this, then they be required to discontinue business. For such railways as these, and for the purpose of devising the best methods of protecting life and preventing injuries, as well as to protect shippers against discrimination, it would seem that the legislature would serve the best interest of our citizens, without in the least prejudicing the welfare of railways by the passage of a law, providing for the appointment of a railway commission clothed with reasonable authority to supervise these public corporations in such a manner as that justice may be done to all.

It may be that under our Constitution a commission cannot be formed for the reason that the authority which, of necessity, would have to be given such commission, would conflict with the powers now conferred upon the Secretary of Internal Affairs; but if this be true then additional legislation could be provided more specifically defining the duties of the secretary and enlarging the scope of his authority.

### The Conductor.

Elwood Wexford in *The Christian Railroad*.

JUST put him in charge of the conductor, and he'll go through all right."

"Why, I should worry every minute, and I couldn't stand the nervous strain of having him take such a journey all alone!"

It was a mother that spoke last, and her pitiful utterance was answering the suggestion of a heavy-set man of business, who was volunteering advice about sending a little tow-headed fellow, Willie Somebody, forty miles away, to his grandfather's. The brawny man seemed heartless, and the mother seemed full of heart. The former had sense by the square-foot, while the latter—well, she was one of that plentiful class bound either to wear out caring for somebody, or worry out borrowing needless trouble. But she loved her boy, and he was a likely little fellow. As to the risk—there was no risk at all. The business man

sends a check by mail; the tradesman sends his merchandise, gold, diamonds, precious keepsakes, and costly fabrics. Out they go from the consignor, and in they come safely to the consignee. Not more safely than that boy to the bruin-like embrace of his grandfather—thanks to the good conductor!

Take a look at him, as he waves his hand or swings his lantern from the platform. This world has not a nobler, braver, trustier character on its surface than the conductor, and fourteen hours out of the twenty-four he is whirling like mad between distant points as the bird flies. Trust him? I guess so? If not him, nobody. The answerer of endless questions, with politeness that's bred in the bone by usage; with patience that never gives out; with a bravery and a watchfulness that makes his eyes bulge—that boy is as safe "in care of the conductor" as in the arms of his mother. Among the boys the conductor is indeed a man of consequence. His is the train. "Palmer's train leaves at 8:40," they said. Palmer is the conductor. All the boys along the line know that. Are they afraid of him? Not at all. The good conductor is the friend of everybody. He wouldn't be if he used one of the smallest of human beings meanly. See him with that tired mother's baby in his arms. How tenderly he drops the tiny footed bundle to the platform, and, before you know it, he is helping somebody's grandmother, who is timid about "steam cars," to the pleasantest seat in the car.

God bless Palmer, the noble, great-hearted conductor! Boys, Palmer twenty years ago was a slate-picker, who went home from his work in the tall "breaker" at sunset as black as the blackest man in "darkest Africa." After a while he became a switch-tender; then brakeman; then, suddenly, as a caterpillar becomes a butterfly, he was made a conductor, because it was in him to do his best. He may never be president of the road, but, whatever he does or is, he may be depended on.

What more can be exacted? Cheap rates, courteous attention, luxurious Sleepers, magnificent Day Coaches, faultless road bed, unexcelled Dining Cars. Can anything be added to make the Nickel Plate Road more popular?

If you are going anywhere at any time, don't let the fact slip your memory that a magnificent new Passenger Service has been established on the Nickel Plate Road's daily trains.

The new train service on the Nickel Plate Road includes elegant Sleepers and superb Dining Car Service daily.



### Prohibit Making Rates Too Low.

THE following extracts are taken from the very suggestive address of Hon. W. G. Veazey of the interstate commission before the railway commerce congress at Chicago, June 22:

It would seem that the maintenance of justly remunerative rates might be substantially aided by making it the duty of the commission to regulate rates when they are unreasonably low as well as when they are excessive relatively or in themselves. As the statute now stands it is not made the duty of the commission, nor has it the power to prescribe a minimum rate, however plainly it may appear that such an order would be for the interests of all parties concerned and those of the general public. My attention has been called to this by cases that have come before the interstate commerce commission. It has heretofore been assumed that there would be no necessity for the public authority to have this power or duty cast upon it, as the interest of the railway would be a sufficient guarantee against unreasonable low charges, but such assumption has been found erroneous as to competitive point rates. Upon this point there is no longer room for doubt. The utmost that can be done as the statute now stands is to give the carrier, in a case of relative rates to different localities, the alternative of lowering one rate or increasing the other. But this does not meet the difficulty. One rate may be to a local station, the other to a so-called competitive point, which another carrier also serves, and in such a case the order might as well simply require a reduction of the rate to the local station, for without the concurrence of the competing carrier a change of the competitive point rate would often be a vain and unprofitable proceeding.

In such a case the true remedy would often be, both for the interest of the parties and the public at large, to limit the competitive point rate.

Traffic for very many competing localities is being carried at rates which do not yield a due proportion of the necessary net revenue which carriers must have. The transportation rule that any traffic which will pay something over the cost of movement is desirable because it adds something to net revenue has been too often applied by managers without regard to results; so that on many roads a great portion of their tonnage is being carried at rates which, compared with the charges levied for service rendered in carrying the other portion, are extremely low. It sometimes occurs that the disparity between charges which are lower to competitive than to intermediate points is so great that the inference is irresistible that the lower rate must be unremunerative, or else the larger rate to the intermediate point gives an unwarranted return for a service rendered.

The tendency of unjustly low rates to one point is in the direction of unreasonably high rate to others, and the same is true when one species of traffic is favored as against others, and those who are charged the high rates have a right to demand that the burdens of transportation be more equally distributed. While carriers could if they would materially increase

competitive charges and in like degree scale down rates to local centers of trade by acting harmoniously to that end and by adhering to such new rate adjustments, yet experience has shown that to expect this is to expect the improbable. A traffic manager attending railway meetings naturally contends for an adjustment favoring the shipment of products over his line, and railway compacts entered into for the purpose of maintaining rates have seldom been upheld by the members when ever temporary advantage could be gained by breaking them.

The stability of just rates can never be assured without the sustaining aid of the law. While such legislation would be in the interest of the carrier, its broader purpose and effect would be the protection of the interests and rights of the general public, and it would for that reason, render the administration of the law easier and more successful. It would answer the charge, now often made, and not without effect upon willing minds, that the law, as it stands, naturally and unavoidably operates to depress rates unduly.

When a substantial part of the traffic is carried at rates which do not yield a fair proportion of necessary net revenue the consequence is, first, that other traffic must be charged higher rates on that account, or second, interest or payment on floating indebtedness and fixed charges must be partially and oftentimes wholly withheld. In the latter event, large loss to railway investors, an expensive receivership, a possible subsequent reorganization or a consolidation with other lines, is only a question of time, and during the insolvent period the ability of the road to properly serve the public is seriously impaired. In the former case persons and communities entitled to fair and impartial treatment as patrons of the road are materially prejudiced their natural advantage of location is destroyed, and the rights of the public are invaded. If carriers themselves are practically unable to agree upon and maintain properly rates, or if they are able to accomplish and adhere to such rate adjustments, and fail to do so, and one of these propositions is unmistakably true then in the interests both of railway patrons and railway properties, the tribunal charged with the duty of railway regulation should have statutory authority to prescribe minimum as well as maximum charges. To regulate is to adjust, to prescribe a rule. But regulation which, with the single exception above alluded to, whatever justice or the public interest may require, can work but one way—downward—is only half regulation.

The limitation of competition in rates leaves a wide field for another most skillful kind of competition, viz.: competition in facilities. This includes the quality of the physical structure and equipment, efficiency and promptness of service, terminal conveniences, etc. Indeed, to restrict competition in rates would necessarily stimulate competition in service, and any careful reader of the present law must observe the intention of its framers to leave carriers free to provide the best facilities and render the highest qualities of service at the published tariff rate. While the law prohibits carriers from making exces-



sive or unjust charges and provides for conviction of violators of its provisions, the giving of greater facilities to one place than to another is not made obnoxious except it be shown to constitute undue preference. For example, nobody will claim that the magnificent depots and the immense warehouses and the through, speedy and special train service enjoyed by many large competing localities occasion any injustice to intermediate places on the same line. As regards freight, this competition is pointedly exemplified in the transportation of fruit, dairy products, live stock and dressed meats, but it would clearly be for the public interest to have such competition promoted and extended in the widest sense to all railway freights. It is with railroads as with merchants a sound and profitable business principle to give the most they can for a standard price. In fact such a principle has especial application to railway management, for, as a rule, shippers and passengers look quite as much to the speedy, safe and advantageous way the carriage is performed as they do to the price which the carriers charge.

I have endeavored to show that experience and observation have demonstrated that the interests of commerce demand it, viewed from every standpoint; that it would promote stability of rates that are simply reasonable and just, of rates only fairly remunerative; that without some legislative provision against unreasonably low rates the railroads cannot or will not guard against them; that such rates tend strongly to promote unjust discriminations; that they imperil railroad investments; that this vitally affects industries throughout the country; that as productive enterprises and mercantile pursuits must always involve consideration of the cost of transportation, the closer this can be brought within fixed limits which do not violate the rule of reasonableness in either direction, the more certain and reliable may be the calculations in such enterprises and pursuits; that this is of infinitely greater importance than the opportunity for spasmodic rates that are below fair remuneration; that the imposition of this duty upon the interstate commerce commission would operate as a substantial aid in the enforcement of the provisions against unjust discrimination and unlawful preference, and would largely remove the inducement to such practices on the part of carriers; that transportation—the business of carriers—is so closely related and so essential to all other industries that it is practically a part of them and whatever weakens or in any way injuriously affects railroads carries a depressing effect into other industries and touches all social prosperity; that while competition in rates is effective against extortion, it is not so against discrimination; that every public interest related to commerce would be benefited by the remedy suggested and no private interests would wrongfully suffer. To a greater or less extent it would, as before shown, destroy the opportunity of shippers to obtain undue advantages prohibited by the statute and it would interfere with the occasional carrier, so disposed, from entering the realm of ruinous competition, but beyond this it does not occur to me how any interest could suffer.

### The Ethics of Business.

"**B**USINESS is business." There is a specious fallacy hidden under this old saw. Business is not business when it ignores the law of equity. Business is not business when it does not give fair equivalents for value received. Business is not business when it adds to the misery of the world. Business is not business when it is deaf to the demands of justice, blind to the wail of suffering. Business under such circumstances is robbery, crime, perdition. Business, on the other hand, when it woos fair-handed justice, when it courts beauty and gentleness, duty and usefulness; when it adds to the wealth of the world, when it distributes comfort, rises out of business into patriotism, philanthropy, religion. The most unbusiness-like thing done by business men in this world to-day is divorcing the counting-room from the church, the office from the home; the having one side for their employers and their customers, another side for their companions in the club, the church, the home. It is a pitiable anomaly that is presented to us in the man of whom we hear so often, "very kind at home, tender in his family, but sharp and severe in business." A lioness is kind to her whelps, a tigress is tender to her kittens! We have a right to expect more than that from a business man.

This tyrannical dogma, "Business is business," which hedges around the counting-room, has generated in our business men a fatalistic hopefulness which takes it for granted that there can be no amelioration of the law of the survival of the fittest in human realms, making the strongest identical with the fittest, forgetting that the law which obtains in some quarters is the survival of the wittiest.

"Business is business" when it is transacted in the light of an old-fashioned law called the "Golden Rule." We must penetrate commerce with love, we must pierce the shield of the tradesman with the arrow of justice; we glorify the producer above the spectator. The man who *makes* is higher than the man who manipulates, though the latter may be necessary. In this matter we are still in the toils of the last generation; we have not come into the freedom of the industrial age, the true democracy of toil. We have written some songs about the "workingman," but we flee from his career as from a pestilence. Not until the *artisan* is recognized as first brother to the *artist* will he receive his just place in society.

In the fourteenth and fifteenth centuries the post of honor was held by the priest; for



him the privileges of life were held in fee. He monopolized learning. The ability to read and write was sufficient evidence that the possessor was entitled to the "privileges of the clergy." In the sixteenth and seventeenth centuries the warrior occupied the post of honor; war was the legitimate vocation of the gentleman, and the soldier was the favorite of society. In the eighteenth and nineteenth centuries the tradesman comes to the front—commerce sways the destinies of nations, and the fellow who can make the most money is the man. In accordance with this spirit, to learn to "cast accounts" properly is the practical education. Anything that does not make a bookkeeper of the child is a "fad" and must be kept out of the way. But in the twentieth and twenty-first centuries he who can do something, he who has a trained eye will be honored. The industrial age is coming. The domination of priest, warrior and merchant will give way to the domination of the enlightened craftsman. He who can toil and direct toil to the benefit of the toiler, will be the king of men; him we will honor with songs of praise and thanksgiving.

Business men must yet learn to enlarge the bounds of their business theories and find business methods to alleviate the sufferings of the innocent, letting the law which brings agony for misdeeds alone have its full sway. Of course, you will smile, some of you, and say, "There must be something wrong with people who are so unfortunate." Of course there is; the same kind of thing is the matter with them that has been the matter with every one of us more than once in our lives, and might have been the matter with us to-day if somebody had not given us a lift at the right time and in the right way. Of course something is wrong. Someone has sinned, someone has blundered, but he is a bold man who dares to put his finger on the spot where the responsibility rests; he is a daring accountant who will venture to post books of human lives. It is not our business to pass judgment on other people's blunders, but it is our business to take cognizance of the misery of the world and to do what we can to soften it. It is everybody's business to recognize the mal-adjustments of life, heightened as they are by the very triumphs of the age, and to do everything possible to secure a truer adjustment. It is our business to be uneasy in our clothing as long as a single stitch in it has been taken by one breathing vitiated air and suffering from underpay. It is our business to make the pampered bed of luxury, brought by ill-gotten and

untimely gains, a bed of nettles to him who lies thereon. It is our business to call things by their right names. Extortion and greed are as despicable in the millionaire as they are in the peddler. It is our business to recognize that larceny, whether petit or grand, is stealing, and that stealing is not honest. Legitimate business should have no secrets. The books of the honest tradesman ought to be open for inspection. It is our business to have a care for the souls and bodies of those who serve us, whose labor we may direct and whose toil ought to be for our mutual profit. Thus may we help to usher in that industrial age, the age of equity and of democracy, the age when a trained hand will serve an enlightened brain. May it not be the Columbian Age, America's true triumphant and overwhelming gift to the world?—*Unity*.

#### Agents At Small Stations.

I WANT to say a word to the agent at the little station, whose hours are long, whose duties are many and whose recompense seems small, but whose ambition undoubtedly is great. Don't miss the many opportunities of the hour for enjoyments and improvements of your life, yourself and your surroundings, for when you have attained the height which to loom in grandeur in the far off horizon of your life, you will look back into the tranquil valley of your past and long for its peace and rest and comfort. There is no day so real or so grand as the present. The future is a vision and the past a memory.

The visions of the future do not disclose the trials or the burdens of responsibilities that may oppress the heart, and the enjoyment of the passing hour, the fulfillment of its duties and obligations, the development of all that is good and true and noble will crown that future with a diadem to which earth's riches and honor and fame are but rags and dust in comparison.

How many sell the passing hours, themselves and all, for gold, for fame, for future place and power or ease and comfort. Age, misfortune or death comes in between them and attainment and the years of life are lost. The beautiful heights we look upon, which gleam and glisten in the sunshine, are more often barren rocks devoid of life and covered with perpetual snow which chill the heart, while the valleys hid from sight are full of fragrant life and melody. GRAY.

Have you tried the Nickel Plate Road? No. 8 leaves Cleveland 6:45 a. m. daily for points east to Buffalo.



### Railway Commerce.\*

**T**HOUSANDS of passenger trains and a far greater number of merchandise trains are now moving over the 350,000 miles of the world's railways, and in some national or international sense they are pulses of this great exposition heart. Both are intermingling peoples and their products. On behalf of their owners, managements and employees, I thank you for your recognition of their calling and achievements, but I wish that the duty of answering your much appreciated words of cordiality had fallen to others of the guild than myself. We prosaic carriers are not without orators who have won laurels of logic and eloquence not more in representing their great profession than in other public relations. It would, therefore, be unpardonable to overlook that Watkins, Childers, Neele, Forbes and Tyler, of England, Depew, Porter, Alexander, Fink, Cooley and Seargeant and others of America, and yet others of all countries, could better fulfill my present office. They, with Ames of Massachusetts; Winans in Russia, Meigs in South America, and many others in many countries have forged the iron ribbons which tie states and nations together. Such men are here in the living sense of renown, if not in their personalities; and on behalf of them and all of every grade who have labored or now labor in all branches of railway work, I thank you again.

The transportation building at the exposition displays two legends; one of Lord Bacon says:

"There be three things which make a nation great and prosperous—a fertile soil, busy workshops and easy conveyance for men and goods from place to place."

Lord Macaulay says:

"Of all inventions, the alphabet, and the printing press alone excepted, those inventions which abridge distance have done most for civilization."

Mr. Chairman, it was reserved for our calling to transform the steam of a teakettle into a force which has achieved this greatness and prosperity of nations and has done and is doing most for civilization. It has accomplished more to those ends than statesmen, armies and revolutions. I, therefore, think with the ladies, that the crest of progress and cordiality should be a teakettle.

I claim for Watts a higher fame than for Peter the Great, William of Orange or Cavour, Thiers, Bismarck or Gladstone. Aye, even greater than Washington or Lincoln the undying, for while all these united or preserved each his own nation, Watts' discovery has pulled down the partitions between kingdoms and fashioned the way for the world to become one commonwealth; a commercial republic so universal that the interchanges between its remotest communities are easier and quicker to-day than in many single countries when Watts watched the steam of that historic kettle sing and lift its lid.

True and great builders and workers for good, therefore, have been those men who have supplied the means, the transportation manager who utilized them and the humbler laborers who stand at the throttle and the ship's valve.

Without their combined works senates would now be impotent of progress. It is no longer a thirst for conquests by arms but by aims. The proofs lie in yonder white cosmopolis, where nations grow more neighborly and cordial daily and more emulative in the arts which benefit and comfort mankind.

Mr. President—I pause in the adulation for the conceptions and hardihood of Columbus and the small contribution to his purposes from the royal revenues of Isabella and Ferdinand, to give at least equal dues to Watts and Trevithick and Fulton, Hudson, Brunel, Thomson and Latrobe. I am more impressed with "The Rocket" of Stephenson, with its fourteen miles per hour in 1825, and with Buchanan's engine, 999, at 106 miles per hour in 1893. I concede the courage which guided the caravels of the great navigator, but let us give equal honor to Robert Fulton, to the architect of the Campania and to the marine achievements of the New York. One such locomotive as the 999, and one such ship as the New York, constitute a national procession by land and sea, because nations fall into line behind them. We concede the courtesies due to the long Castilian descent of our jubilee relative, the Infanta, but I urge a higher recognition for the royal ascent from Trevithick to Corliss and Baldwin, and from Leif Ericson, Vesputius and Columbus to Roach, Cramp and Harlan. In electrical force from Franklin to Morse, Brush, Green and Houston, and Westinghouse should not go unremembered. We believe all these names stand as the higher types of discovery and progress and that no other calling represented at this great work and sale shop of nations shows the advance in conceptions and

\* Address by Geo. R. Blanchard before the Department of Commerce and Finance—World's Congress Auxiliary of the World's Columbian Exposition.



results indicated in the transportation building, where electricity and air are the sons and helpers of steam and commerce.

The marbles of Praxiteles, the Venus of Milo and Laocoon still point art students to the higher uses of clay and the chisel. The entrance halls to this room attest the value of the Greek examples. The paintings of Angelo, Murillo, Rubens, Holbein and Raphael are standards of emulation for pencil, brush and pigment. The temple of Solomon, the pyramids, the ornate beauties of Indian architecture, the strength and graces of St. Peter's and St. Paul's and the Cologne cathedral, remain eloquent marvels of uplifted stone.

The able chief of the transportation exhibit has well said of the architecture of the exposition palaces that the greatest adulation they can receive is that they equal the ancient temples of Athens. The beauties of Etruscan jewels still stimulate our lapidaries and gold workers. We find excellent substances and forms of potteries in prehistoric mounds, in Pompeii, and in old Dutch blues. The ancient porcelains of China outvalue in texture and hues royal Worcester and Sevres. Peter Vischer worked artistic hammered iron in early days of Nuremberg. We still admire the old Flemish and Gobelin tapestries. There were fine linens and throne robes in the days of the Saviour and Solomon. The elder embroideries of Chinese needles are unsurpassed, and the loom of Jaccard remains the maximum facility of the weaver. Persian and Turkish carpets have not been out-colored since the days of Omar. In all these antiquity is value. Not so with steam transportation and its electrical adjunct. Their riches are modern. They are nineteenth century plants. Nor are they lost arts regained. Steam power is a modern discovery and resource which has made locomotives the comets of the land, freight cars its argosies and Pullman cars its palanqueens. From the donkeys which carried water jars from the Nile to adjacent sterility, onward to the compound engines of the Baldwin locomotives and the Majestic, which carry yet greater fructifications, are strides which outwalk all other journeys of thought. Between the old Mohawk & Hudson passenger carriages and the palatial traveling homes of Pullman and Wagner, and from the Santa Maria to the Fuerst Bismark there are vast steps. Moreover, the exhibits of steam transportation lie almost within two generations. Not until January 1, 1890, did Horatio Allen, who let steam into the first locomotive cylinder in America, touch his eternal pillow. It is but sixty-eight

years since "The Rocket" first ran, and it is fit and just that we acknowledge England as the father of the steam valve, and thank the gods that the problem was solved in our language and then taught to other nations in theirs. It induces us to condone the tea tax.

When associated in the management of that pioneer American railway company, the Baltimore & Ohio, I found among its old papers its original stock subscription list. Recorded there were the signatures of Americans who came to honorable fame. They were Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence; Roger B. Taney, whose career as Chief Justice of the Supreme Court was a synonym for learning and justice, and George Peabody of lasting philanthropic memory and benefactions. They represented independence, equity and honorable finance, going hand in hand to secure improved inter-communication. The Baltimore & Ohio Company received the first American railway charter February 28, 1827, and when Charles Carroll of Carrollton laid its corner stone July 4, 1828, at Mt. Clare, near Baltimore, every one of the historical company present wore a badge bearing his likeness and name. May 10, 1869, less than forty-one years thereafter, the iron rails first laid at Mt. Clare were continuous to the Golden Gate and a golden spike had joined them. It is almost impossible to conceive that the vast American railway system, now 197,000 miles, will be only sixty-five years old next month. The lives of many hale men span from the first meeting of citizens of Baltimore to advocate the work, to the splendid railway contributions and triumphs at the Exposition.

Against the phenomenal land career of this steam prodigy the Campania and New York are the slower growths of centuries of naval architecture. Although steam was used on the sea before it was utilized for land transportation, we cannot resist the suggestion that while it took 1492 years for mariners to get from Palestine to America over the seas, the power of steam traversed a farther distance from Liverpool to San Francisco over both seas and mountains in the forty-four years between 1825 and 1869.

Opposing their forces laid the doubts of the world, now vanquished. Commerce no longer has any frontiers. The world is one field and market to the locomotive and the screw. The steam whistle is the earth's huzza, and the throttle and the rudder are the best guides and instrumentalities of human development, peace and unity. You



remember that a committee of parliament asked Stephenson what the result would be if his locomotive encountered a cow on the track and his sturdy answer that "it will be bad for the cow." In a larger sense it is bad for any nation which encounters the locomotive and does not get out of its way or into its train. It made this educational exposition possible. Its whistle resounds to-day in Jerusalem echoing the Redeemer's injunction to carry good tidings unto all nations. It is hard to foretell its farther destinations and destinies with the help of you gentlemen of commerce and finance. It is pointed toward Alaska. There is a less distance remaining between South and North American rails than from Buffalo to San Francisco, and the Patagonian may yet be reclaimed by it. Buenos Ayres, Santiago and Rio Janeiro may be made railway suburbs of this Union and the shores of Hudson Bay furnish it watering places. It is following adventurous Stanley up the Nile, and begins to startle the sleep of the Orient. Its headlights begin to illumine the darkness of the land of the midnight sun. You can express your trunk from Chicago to Budapest, Hong Kong or Constantinople, and you can buy tickets from London through Chicago to Melbourne and Yeddo with absolute security to person and belongings. Jules Verne's "Around the World in Eighty Days" is abridged without the accidents and delays which hindered his hero.

Mr. Chairman, this brings me to another purpose in addressing you. It is fitting tonight that railways should follow finance. That is the sequence of things. First bonds and stocks taken, then railways built, then should follow mutual efforts to achieve the highest planes of associated managements, for they are the right and left arms of progress, national protection and national and international financial standing. The credit of the Union is first told by its bonds, next by its railway mortgages, and they should be mutually guarded.

You gentlemen of commerce and finance are encountering the evils of unwise monetary legislation and you are apprehensive of more. You are to discuss and demand the repeal of unsound fiscal enactments and the establishment of financial security. We of transportation are embarrassed by even more crudities, and in some instances the unfriendliness of national legislation. Over thirty bills arose in the last Congress relating to railway rates, rights and administration, all but one of which purposed in some degree to diminish their net results by adding greater responsibilities or

creating greater expenditures. Countless municipalities and counties and many of the states presented various measures of like purport until the aggregate constituted volumes of proposed and enacted limitations greater than ever impended in any year in any nation concerning its carriers.

I do not wish to be an alarmist at a jubilee, but it is a duty of railway discipline to ring a bell at dangerous crossings. In the seventeen years ended with last year, according to the *Railway Age*, 526 United States railway companies, covering 55,770 miles and representing 3,121 millions of dollars of bonds and shares, were sold under foreclosures. This was thirty-two per cent. of the present mileage and thirty-one per cent. of the capitalization of all the railways of the Union. In 1887 nine roads traversing 1,046 miles, representing ninety millions of capital, were placed under receivers, while five years later, last year, in 1892, thirty-six roads (four times as many), with 10,508 miles (ten times as much), and representing 357 millions of capital (four times as much), went into the receivers' hands, in addition to the foreclosure sales of that year. As my authority asks:

"Are the original owners of one splendid system of steam roads to share in a common ruin as the reward of their enterprise and courage?"

I aver that their enterprise and courage exceeded that of Columbus. Moreover, they spent their own monies and not the income from the government. Let us laud and protect our own pioneers before those of other lands. Especially so as our railway charges for swifter service and larger carrying liabilities to both persons and property, are not two-thirds of those of European countries, and England instituted advanced rates last year. We pay greatly more for railway labor than any other country. Taxation is increasing. The growths of cities traversed, changing grade crossings, increasing terminal and track facilities, speed, elevated tracks, etc., all lead to greater and unavoidable current outlays, and many of the leading lines are increasing their funded obligations to meet these conditions. There is but one source from which we can derive the revenues therefor, the public; but that public, through legislators who bend more to illogical ballots and ambitions than do they stand erect for the right, are increasing the people's privileges and railway expenditures and responsibilities and simultaneously reducing our rewards therefor still more.



This is done under the guise of regulating commerce; but commerce is not regulated. It is but the small transportation element of it. The actual commerce in grain, pork, iron and fabrics remains unrestricted by federal law. Witness your watchful defeat of the Hatch bill, intended to curtail the liberty of trade and the constitutional power of contract. The real exponent of both transportation and commerce in one person is the peddler with his pack, and he is and should remain, as should his successors, unrestricted in any state or by the nation, whether he crosses a state line or not, when engaged in just purposes and charges.

It was the true intent of the Annapolis Constitutional Convention and the language then adopted into the national charter to prevent interference by any state traversed with the peddler's or seller's due liberties of purchase, journey and sale, and not to intercept railroad carriers alone, for there were no railways in any nation for a generation thereafter. Nor was it then intended that the nation should practice the discriminations the states were forbidden to exercise of restricting one carrier and freeing the other. Water routes are free to-day where parallel railway routes are not.

To provide for current obligations, pay labor and taxation, care for sinking funds, improve safe and expeditious service, comply with law and hope for due rewards upon our share capital, we first sought to stop all depletions of revenue caused by rebates from our just and legal tariffs, which also result in undue preferences to persons. Rebates are never paid unsolicited. They are oftenest remitted under importunities, and sometimes threats of diversions of the traffic of large aggregations of individual capital. Our purpose being identical with that of the interstate act, we asked the nation to legalize our contracts for the maintenance of uniform, reasonable charges upon the ground set forth by Judge Deady, of Oregon, in these words: "It is not apparent how the division of the earnings of two roads can concern the public so long as the rate of transportation is reasonable."

We proposed that the governmental commission might revoke such grant when proven to have been used to exact unreasonable rates or regulations. The single ballot of the senior senator from Illinois defeated a favorable report. We hope this year to reverse his veto and to incite your interest in these views to that end, as you command our co-operation in

your equally reasonable proposals in the following respects:

Organized stock exchanges are needful to value and fiscal regulation, produce, real estate and insurance exchanges and boards of trade to mercantile methods, prices and probity, clearing houses to banks, maritime exchanges to marine enterprises, and chambers of commerce to unite them all.

They are deemed essential to the preservation of corporate capital unimpaired in order that insurers and depositors may not lose theirs. Railway shareholders are entitled to like protection. Some authority must exist in every great and public calling that is central, respected, definite, disciplinary and forceful; not merely permissive existences, but needful and legalized public safeguards.

If the government purchased our railways, as many advocate, the controlling and unifying power would dwell in a governmental railway direction, and all the receipts from governmental railway traffic would then surely go into one general purse or pool, as now. Competition would cease, as in the postal service; discriminations would stop, as in the collection of customs tariffs, and the gross incomes received would be apportioned to railway or districts as they are now from mail and other revenues in order to show incomes, expenses, profits, efficiency and honesty of public administration, the need for new laws, etc.

This would mean legalized railway association, which is what we ask because the problem cannot be easier to individuals possessing less than governmental powers.

Moreover, if it be right to maintain customs and internal tax rates alike to all, why not railway rates? The government's net ordinary receipts for 1891 were 392 millions of dollars. Our railways received 1,126 millions, or about three times as much. They, therefore touch more people and their rates should be as stable, non-preferential and reasonable as governmental charges.

The New York Clearing House Association is a voluntary federation of nearly seventy banks, organized in 1853, representing a vast capital. Its annual clearances of about 34,000 millions of dollars are thirty times as much as the annual gross receipts of the railways of the Union. Its constitution says its object is "the effecting at one place of the daily exchanges between the several associated banks and the payment at the same place of the balance resulting."

This banking association has proven its great value as a barrier or aid to financial



crises, including the exigencies of its war finance, and has introduced and sustains uniform and conservative banking methods. The fact that within a few days its members have decided to stand together and assist each other is hailed as an omen of monetary security. Why should not this co-operative federation be declared a gigantic illegal financial combination?

The New York Stock Exchange determines what securities may be properly admitted and quoted, and if its charges are abated by its members they are disciplined. Its regulations are enforced by the courts. Its quotations for railway bonds and shares vary daily, while agreements by railway corporations to secure stable and non-discriminating carrying charges are declared without the pale of law.

The Produce Exchange of New York was chartered as "The New York Commercial Association" to enforce good commercial methods and honorable dealing between its members. Its quotations also vary day by day, but when railways seek to give the transportation element in the same articles traded in upon its floor, stable, reasonable and public legal values by a similar organization, the people are told it is a railway conspiracy opposed to the public interest.

The fact that either of these last-named bodies are used by speculators to wrong others does not detract from their legality or their aggregate usefulness and value.

A proper and legalized railway association for similar purposes is even more essential than these and other trade exchanges, because the railways in some manner relate to the business of them all.

If the great boards of trade had long ago evicted railway agents who violated their obligations to observe uniform and reasonable rates, as they would eject other members who dishonored other mercantile agreements involving less sums and injuries, they would have greatly aided railway morality and the law. I furthermore regard it as their prime duty to seek and procure equal rates for all their members. The largest shippers are, however, usually influential in such bodies, and reward with their large traffics those railways which first or most often depart from reasonable joint tariffs made and as the law requires, and too many railways succumb to such considerations.

The National Congress, the states, and trade organizations should not longer encourage and perpetuate this corporate contention and bad faith, under the misnomer of compe-

tition, for carrying strife is in the interests of stronger against weaker persons and railways. The services of the railways in creating national wealth, in developing mines, forests and fields, and then advancing their products into new markets; in equalizing localities and constantly cheapening the charges for better service, surely entitle them to a nation's kindness rather than its kicks. Whatever they may have done which was wrong, they have done more good, and in other lands, where lesser complications make the problem easier, all and more than we ask is legalized.

I cannot close this hurried review better than to quote from Thomas M. Cooley, the first chairman of the Interstate Commission, who said in the case of the Omaha Board of Trade against various railways: "If a rate, when made by any one company as a single rate, would in law be objectionable, it would be equally so when made by several as a joint rate. The policy of the law and the convenience of business favor the making of joint rates, and the more completely the whole railroad system of the country can be treated as a unit, as if it were all under one management, the greater will be the benefit of its service to the public, and the less the liability to unfair exactions." Mr. Chairman, this commercial congress should unite in another purpose, to secure clean railway finance as well as upright banking accountability. There should be no juggling of railway accounts any more than in the public banking statements.

Both should be alike, clear, concise and true. There is a good old word to which all action should aim: "Rectitude." We should act within its comprehensive meaning and sustain, and, if needful, compel its observance. There should be no more speculative perversion of railway incomes by their officers or the corporations they represent, than of bank revenues. With mutual co-operation to these two conditions our citadels of commerce and finance will become as strong as the limitations of human judgment will permit.

Mr. Chairman, I have presented these questions, although hurriedly, because this is a congress, and all congresses talk on all sides. Friendly contention is growth, but hostility is dwarfing. Discussion is knowledge extended. It reaches from the germ and the atom to the locomotive and the mine in the mountain, from the lens to the star, and from the widow's mite to the national debt. Aggregate knowledge is the "World's Fair."

The "White City" is but an aggregation of thought reasoned into substances, beauties,



ntilities and forces. It was the wise conception of President Bonney, that reflective discussion would, after observation, stimulate yet more forceful, beautiful and useful purposes and forms, and thus enhance the facilities and values of life. This is not only true of thought related to visible things, but of that higher quality of the mind which limns more beautiful and useful pictures in the chambers of contemplation than those which hang in the galleries of art.

These congresses are, therefore, meant to develop better models in intellectual and upper life as well as improved shapes in iron, wood and marble. In that respect its place among world's fairs is unique and adds to the superiority which marks its every other department.

Mr. President and Mr. Chairman, I thank you again for our craft. On its behalf I wish for each of your departmental congresses an abundant issue of success, and that it may become greater hereafter when your discussions in these swift days are reflected upon at the desk and the fireside.

An excellently appointed Dining Car Service makes travel on the Nickel Plate Road a luxury.

#### A Circular Letter.

THE following circular letter has been sent to a large number of general passenger and freight agents of the country, and we repeat it here to all who may see this magazine, whether officers or employees:

The objects of THE STATION AGENT are to instruct and unify the great railway fraternity; to create discussion and investigation and thereby broaden observation and knowledge.

You can assist us: First, by personal correspondence and expression. Second, by mailing to us your circulars and general orders touching reforms in means and method. Will you do this?

We shall be pleased to have you call upon us. To feel that our columns are open to you at all times for "living topics of the day." We ask your assistance and your criticism, for by these means we improve.

Please do not put this in your waste-basket unanswered.

Give us statistics, orders, circulars, or personal experiences—anything, everything which might in the least instruct, amuse or interest the readers of THE STATION AGENT. We want it to be always a magazine of the *people* both in and out of the railway service.

The Nickel Plate Road's improved Passenger Service approaches perfection.

#### Our New England Letter.

[From Our Regular Correspondent.]

JUNE roses got side-tracked, and did not arrive until very late in the month, the weather according to the almanac was summer but according to the reality it was bleak autumn. July, however, started in with real boiling patriotic weather, and unless the east wind throws it out of gear, there is liable to be old fashioned, fire-cracker and sky-rocket weather on "Independence Day."

The New England Railroad Agents' Association is arranging its annual summer excursion, the details are not all settled at this writing, but it is quite probable that Saratoga may be chosen as the objective point. These summer excursions are bright in anticipation and glorious in realization, it is a pity that every New England agent cannot participate. The small amount of money outlay is a very profitable investment, and the pleasure derived, the happy acquaintances made, and the bringing together of so many railroad agents, results in making the every day life much brighter.

The new depot of the Boston & Maine railroad in Boston, is progressing rapidly in its construction, and already one gets an idea of its large proportions. It will have ample facilities for handling the extensive business of both the Boston and Maine, and the Fitchburg railroad. A portion of the depot is expected to be ready for use in three months.

The Old Colony railroad passed into formal control of the New York, New Haven & Hartford R. R., July 1, and many changes were made in management and methods on that day. President Clark issues a general order which embodies the following changes and appointments:

Lucius Tuttle, vice president, will have general authority over all departments reporting to the president; C. S. Mullen, second vice-president, will have general charge of traffic; J. R. Kendrick will manage the lines east of New London; W. L. Squire will direct the deposits of receipts; H. M. Kochersperger, controller, will have charge of accounts, collecting and disbursing of all the revenue, and will be assisted by S. C. Fleetwood, F. B. Bertine and J. Mackrille.

George L. Connor is appointed passenger traffic manager, J. N. States will have charge of all general ticket department matters, George W. Little is appointed general baggage agent, and E. F. Wetheral is appointed assistant general baggage agent.



W. H. Frye, superintendent of car department, will have charge of all shops and car equipments.

Henceforth all the lines of the consolidated company west of New London will be known as the New Haven system, and all the lines east of New London as the Old Colony system.

The New Haven system will be looked after by C. H. Platt, who will have general charge of transportation, motive power and card departments; John Henney, Jr., will be superintendent of motive power; N. A. Wilcox will continue as general freight agent, and C. T. Hempstead as general passenger agent.

The Old Colony system will be managed by E. G. Allen, general superintendent; J. N. Lander, superintendent of motive power; L. N. Marshall, superintendent of Providence division; F. G. Spencer, superintendent of Worcester division; J. B. Gardiner, superintendent of Stonington division; C. A. McAlpine, superintendent of northern division; J. C. Sanborn, superintendent of Plymouth division; A. S. Ackley, superintendent of Taunton division; J. H. French, superintendent of Cape Cod division; C. Peter Clark, general freight agent; George L. Winlock, assistant general freight agent; J. M. Williams, general eastern freight agent; A. C. Kendall, general passenger agent; O. H. Briggs, general eastern passenger agent.

#### THE RECORD OF A MONTH.

Frank Jones has been elected president of the Boston & Maine R. R. Vice President Niver has retired from the service of the company.

A five-hour train from Boston to New York is an assured success, such service having been inaugurated June 26, over the N. Y., N. H. & H. R. R.

Frank H. Green, has been appointed agent of the Fitchburg, railroad at Ayer Junction, Mass.

Edward H. Rogers, agent of the N. Y. & N. E. R. R. at West Medway, Mass, has resigned after a seven years service and is succeeded by J. W. Udell of Slatersville.

J. L. Snelling has been appointed foreign freight agent in Boston of the N. Y. Central & H. R. R. R., succeeding Mr. Edward Wally.

J. W. Dodge has been appointed assistant general freight agent of the Fitchburg railroad.

D. W. Linton has been appointed agent of the Boston & Maine R. R. at Bellow Falls, Vt.

A new union depot is to be built at Walpole, Mass., this summer in place of the one recently destroyed by fire.

The handsome new depot of the Fitchburg railroad at Marlboro, Mass., was opened to the public in June. The dedication which took place June 5th was quite an elaborate affair and was under the auspices of the Marlboro board of trade. All the prominent city and railroad officials were present and an elegant banquet was served. The station is in charge of Mr. David Powers one of the most enterprising and popular railroad men of New England.

A. R. Hersam formerly ticket agent at Gardner, Mass., has been appointed assistant ticket agent at the Boston stations of the Fitchburg, R. R.

A rumor as to the probable lease of the Concord & Montreal railroad by the Fitchburg railroad, has been in circulation but apparently without any foundation.

Frank A. Spaulding, agent at Walpole, N. H., and T. P. McCurdy of Winchendon, Mass., are among the World's Fair tourists.

John Whitmore formerly traffic manager of the Fitchburg railroad, died in June after an illness of six months.

G. A. R.

#### A Factor in Competitive Traffic.

IF one thing more than another is certain in the conduct of railway traffic it is that the competitive forces which have heretofore been controlling must ere long give way to others of a totally different character. Heretofore, railway traffic has been bought and sold like any other commodity, going to the highest, or rather the lowest, bidder. In other words, rates have been, and to a considerable extent still are, relied upon to secure business, established rate sheets in the not very distant past being chiefly useful as a basis from which to cut. Unless all signs fail, this much used and much abused method of securing traffic will perforce soon be abandoned, and other and more legitimate practices will prevail.

Prominent among prospective methods, and possibly the one that will prove the most effective, is that of courteous accommodation, by which is meant the ready and cheerful doing for the accommodation of patrons all that is possible within the line of duty. This may be well illustrated by two incidents which occurred some years ago upon a western road, possessing at that time an enviable reputation and a large traffic. A gentleman traveling with his wife and two small children arrived via another line at the connecting point of the road in question nearly one hour behind the leav-



ing time of the train, but which was waiting. There being no porter on the incoming train, the gentleman found it necessary to leave behind him in the car the various bundles necessarily carried under the circumstances, while he transferred his family to the outgoing train. On returning he found that the train with the bundles had pulled some distance up into the yard. It being impossible to continue the journey without them, he hurried back to the outgoing train, reaching it just as the conductor was giving the signal to pull out, and asked that it be delayed long enough to permit the removal of his family, explaining the reason therefor. The reply was: "Get aboard. I must pull out of here at once, but will get your things," and notwithstanding the continued protest of the traveler the signal was given and he was obliged to get on the train. After proceeding nearly half a mile up into the yard the train stopped, and in a few moments a brakeman appeared with the missing bundles, he having been sent by the conductor through the storm of a winter's night, notwithstanding his train was an hour behind time, simply to accommodate a passenger. Asked for a reason, he said he "could do it with but little trouble, and that was what he was hired for."

The other incident was on this wise: A railway man traveling on this same road, desired to stop at a station not carded for a certain train and had wired the superintendent for orders to make the stop. Sitting in the station where he was waiting, his attention was attracted by a controversy between a drummer and the ticket agent, occasioned by the refusal of the latter to sell a ticket by that train to the particular station to which the railroad man was going. The ticket agent was patient and courteous, explaining why he could not sell the ticket via that train, but the drummer was abusive in the highest degree, denouncing the road and particularly the agent in the severest terms, finally turning away to go to his hotel. After he had gotten out of the station the railway man stepped up to the agent and said, "I have wired for an order to stop the train at that station, but the man was so abusive that he does not deserve to be accommodated." Said the ticket agent, "You are wrong. The man did not know any better, and if he did, it is a cardinal principle on this road to accommodate patrons whenever and wherever possible," and putting on his hat he walked two blocks through a muddy street to tell the drummer he could go on that train. It is needless to say that the patronage acquired by the road because of such efforts

on the part of its employees to accommodate its patrons resulted in a volume of traffic that long survived the old management, although succeeded by another whose methods of operation were entirely different.

Perhaps the most marked characteristic of the majority of that portion of railway employees that come into immediate contact with the public is the utter indifference to the comfort and convenience of the patrons of the road. It is conceded that travelers and shippers are, as a rule, unreasonable, but like the drummer above referred to, they know no better. It is also true that there is an immeasurable difference, so far as its effect upon traffic is concerned, between the man who, in performing his duty does no more than is absolutely required, and the man who in performing his duty does all that is possible in the line of that duty; and it is on this line that one of the strongest forces of competition will in the future be found.—*Railway Review*.

#### Protecting Passenger Revenue.

ALTHOUGH it may be regarded as a settled fact, says the *Railway Review*, that coupon tickets in connection with passenger traffic on railways are a necessity and cannot be done away with, it is nevertheless true that they lend themselves to many abuses, hydra-like, spring up in great numbers with each recurring effort at suppression. One of the latest of these abuses grows out of the almost universal practice of using but a single coupon for each road, regardless of the number of divisions and consequent change of conductors, and allowing the coupon to remain attached to the ticket to be taken up by the last conductor on the run. Were all men honest, or were the business of all roads transacted in a legitimate way, no particular harm would result from such a practice; but inasmuch as some railroads sell their tickets through the medium of scalpers, and also because some railroad men are guilty of malfeasance in office, some practice other than that now in general use should be adopted in connection with the use of coupon tickets.

It is well understood by those familiar with railway practice that on tickets to or beyond Buffalo via the Michigan Central road, for illustration, the coupon of that company remains attached to the ticket to be taken up by the conductor between Suspension bridge and Buffalo. Suppose (and there is abundant reason for the supposition), a passenger official of some western line desirous of turning an hon-



east (?) penny should say to a passenger going east by way of Buffalo, but intending to stop at Niagara Falls: "When you get to the Falls, go into a scalper's office and he will pay you five dollars for the Michigan Central coupon"—which will still be attached to the ticket—"and furnish you with a ticket to Buffalo, from which point the ticket you hold will be good." By an arrangement with the scalper at that point the coupon would be returned to the enterprising official and not reported in the monthly account to connecting lines, the result being that the difference between the amount paid for the coupon by the scalper and the amount received for the coupon by the railroad official would be divided between the parties to the transaction.

Or, suppose another case, where a scalper is employed to sell the original ticket. What is to prevent the sale to a traveler going to St. Paul of a ticket to a point on, say the Chicago, Milwaukee & St. Paul road, beyond that point, making an arrangement with the traveler to turn the ticket over to a brother scalper in St. Paul on his arrival and receive there a stated sum. The original seller of the ticket could then account to the road for which he was operating for the sale of the ticket, reporting it, however, to Milwaukee or some other nearby destination instead of to the point for which it was originally made out, and it would so be reported in the monthly account to the St. Paul company, which company not having any means of checking the ticket because of the absence of the coupon, would be obliged to accept the account as rendered.

It requires no great knowledge of railway business to understand in how many ways and with what profitable results such schemes could be worked. And all the more readily because men, honest in all other transactions, would readily join in such a scheme to beat a railroad, and who, instead of reporting to the defrauded company the facts in the case, would cheerfully pocket the gain coming to them out of the transaction and chuckle over it.

In view of the possibility, to say nothing of the probability of such practices as these, it would appear that for self protection the roads should take up all coupons for passage over their lines when first presented, and issue to the traveler a local ticket similar in principle to the duplex ticket now so generally used for train fares. These local issues could be arranged so as to meet all possible contingencies, and would supply a perfect protection against the practices herein referred to.

## RARELY METWITH'S BUDGET.

AN ORIGINAL RECIPE FOR PIE—VARIOUS TOPICS APTLY TREATED BY OUR PHILADELPHIA CORRESPONDENT.

I HAVE been challenged by a Wisconsin woman to publish in *THE STATION AGENT* an original recipe for a pie; or a recipe for an original pie, just as you prefer to phrase it. I think in the end she will admit that the recipe and the pie are both original. This jewel of her sex writes that as I am so continually harping on pie—so everlastingly chewing it over, as it were, she thinks I must by this time be fully fitted to originate a new kind, but she doubts if I am and dares me to the test. I am by inheritance and schooling of a very shrinking nature. Ordinarily I outshrink the flannel shirt twenty to one. And on one occasion I happened on a front door step at the moment that the ice-man deposited there the day's lump of ice. Ten minutes afterwards when the girl came out to take us in she *did* find a puddle of water left there by the ice, but I had entirely disappeared nor was there the faintest trace to show I had ever been there. Hence I think I am justified in saying that I am of a very shrinking nature. And when it comes to standing up before a woman and answering her defiance, I can feel myself fading away like a plate of ice cream among seven of her sex. That is, I could if I were not upheld and sustained by the mighty power of pie. In throwing down this gauntlet of pie she has awakened within me a Spartan courage and placed in my hand a Damascus blade! I feel the valor of Cæsar, the dauntlessness of Leonidas, the obstinacy of Alexander and the hopefulness of Napoleon coursing through my veins. I also feel a mosquito boring a hole in my neck to get at some of this rich vein food. But that's another story. Charged with the heroism born of pie I could face my mother-in-law, if I had one, and unflinchingly answer her inquiries of where I had been all night. So it is that I now so promptly and so glibly respond to my Wisconsin friend's invitation and print for her an original recipe for an original pie, namely, to-wit:

### POTATO BUG PIE.

First catch your potato bugs. Two bushels will be enough. Stem them. Stew them slowly over a vigorous fire for three days in a solution of camphor and washing blue. Add three quassia-cupfuls of crushed candles, a gimlet,



and one ounce of Jamaica ginger. Now whip to a stiff froth the perfume of five onions and spread over. Then add a lump of cosmoline about as big as a snow-ball and stir in half pint of Sozodont. Flavor with hair-pins or cold water unheated to suit the taste. Your crust, which is best made of rubber door-mats and chewing gum, should now be rolled out quickly with a lawn mower, placed in the pans and the filling put in. Bake rapidly in a swift oven, sprinkle dandruff over the top and set away to get mouldy. Serve in a hanging basket with asafoetida sauce.

There you are! Supposing this to be written from the office of THE STATION AGENT, you couldn't come to a better place to learn about pie than a printing office. And, furthermore, we will be glad to lend you our pie pans.

I wouldn't have felt altogether sure that this banter came from a woman if it hadn't have been for the post-script. A post-script is always as certain a sign of a woman as a hot day is of warm weather. This Wisconsin woman's post-script is characteristic of her sex. It reads: "But the real object of my letter is to ask you if there is truly such a man as Major Little? He has been pictured in THE STATION AGENT to appear so beautiful in person and so perfect in character that I fear he is not a mortal being, but the ideal dream of some poetic imagination. Ah, me! if men were only as good as we poor women often think them, then indeed would the happiness of Heaven be rivalled by that of earth!" Now, if only Jack Rogers were a single man what an opportunity he would have here to prove that man is not as bad as most women find him out to be. I can assure my fair Wisconsin friend, however, that the realness of Major Little is only equalled by his phenomenal purity and sturdy worth, and excelled alone by his extreme and unparalleled fondness for pie. She may rely upon it that he actually and vigorously exists and that he possesses all the virtues of, but not the slightest taint of the last syllable in her otherwise remarkably moral state, Wisconsin! As Shakespeare says,

Doubt thou the stars are fire,  
Doubt horsemen ever wager,  
Doubt truth to be a liar,  
But never doubt the Major.

If I could only be as sure of the positive goodness of all men as I am of the genuineness of Major Little, I could give this Wisconsin maiden the one assurance which she needs to make this earth a Paradise for her. But, alas, when I look at the blood red monkey with the sky blue face and milk white tail that

Tom Vaille presented to me in such burning words of compliment at the last meeting of the Q. C. A., and think of Fine Cut Price, and Billy Raynor, and Jack Rogers, and the other ninety-seven members of the club, to say nothing of the I. A. T. A. boys at large—and also those locked up,—I feel that I cannot, with any degree of truth, encourage her to protract her stay among us in hopes of experiencing the happiness she so longs for. Neither can I so numb my conscience as to allow me to deceive her regarding the rest of mankind, by permitting her to become acquainted with my saintly self and to believe that all other men are as good as I am. (Heaven forgive me!)

It is not at all unusual that this delightful young woman's letter—or perhaps I had better say, this young woman's delightful letter,—not that I mean to intimate that she isn't delightful, for what woman of them all isn't that? but that it isn't the wisest thing for me, a stranger, to speak so familiarly of her. At any rate, it isn't a bit surprising that she should link together the kindred topics of pie and Major Little; they are correlative forces in nature and their propinquity is but natural. The one is always contained in the other. And as to the veritableness of the Major, the mightiness and the nobility of pie are only matched by the robust is-ness of Major Little.

I thank my fair correspondent very heartily for giving me this unexpected opportunity to set pie rightly and deservedly before the world, and to thoroughly and indisputably establish Major Little's definite and irrepressible existence.

If I was given to gossiping I could tell of a certain prominent member of the Q. C. A. who was always so much out of sight and hearing when his wife wanted him to hold the baby for a few minutes, that she was finally compelled to make him wear a string of sleigh bells when at home, so that she could instantly locate him every time he made the least move.

I am glad to see that Brother Shaw has set the ball to rolling. Of course, I mean the same bawl that he means, only he dignifies it by calling it singing. It is a pleasure to me to ease his mind by telling him that I have sung my last song and given away the tune to Charlie Gladding to run trains on. You know it was in very bad time. As for the little group of Pig Whiskers he asks about, I set them up before me as a poetical reminder of Sam Hutchinson's head before the scalping-knife raced over it. As for the ink bottles, it isn't



always enough to have an ink bottle to dip into; else this requiem upon the deadness of the town would have been finished long ago in a masterly strain and immortalizing language. But one needs to dip into something other than the lifeless ink bottle even to write out a funeral hymn. I'd like to dip into Captain Cadwallader, for instance; but I can't do it because he is at this writing out in Chicago bargaining for the Blarney Stone to set in a ring which the Q. C. A. propose to present to George Palm as a delicate token of their friendly feeling. Or I would like to dip into Bob Beatty, but I can't do it as he is down in Delaware lending the glorious sunlight of his cheery nature to the ripening of the peach crop, and he is putting such a glowing spirit of warm-heartedness into the work that every peach will come to market in such a perfectly ripened condition that the young man and his "Sister Sue" who used to beseech us in song to "Listen to His Tale of Woe" will have no little green peach to complain of this season, that's sure. Or I would like to dip into Wash Hambright, but he, too, is out at the Chicago Fair seeing what it is makes the Ferris Wheel go 'round. Or I would like to dip into Locomotive Ramsey, but he has gone to Washington State, they say, to Seattle. I don't know what he wants to see Attle for, but I'm sure Attlebury all his sorrow when the jovial Ramsey flashes his genial and merry self upon him. Or I would like to dip into Thomas C. Morton, but he is charging around through Illinois in such a hazy halo of newly-wed happiness that I might as well stab at a streak of lightning with the expectation of touching it. Morton also has a new high hat on his trip, and the responsibility of it and the natural confusion incident to a just-married-for-the-first-time man caused him to get a little frustrated at the hotel, and before he recovered himself he had registered "Thomas C. Morton and Hat." But he'll balance up in time, and here's wishing him and his good wife a thousand years of wedded happiness. Or I'd like to dip into Billy Conard, but he, too, is—or ought to be—out at the World's Fair sampling Johnson's pop-corn and learning for himself whether there's greater loveliness to be found at the Fair's International Beauty Show than at the Q. C. A. Beauty Show when it brings out its wives and daughters and sweethearts. Or I would like to dip into Jack Rogers, but you all know I dipped into him once before and got stuck fast for a week. Besides, he's out at Chicago, too, filling the balloon for them one day and dazzling them as an electric light the

next. For Jack is a brilliant fellow, as well as a substantial inflationist when it comes to a healthy enlargement of business. Or I would like to dip into Inventor Appleby, but he's barricaded up in his workshop trying to figure out a woman's hat that will always set on her head straight, and a button that will never come off a man's shirt, both with the same pencil. Or I would like to dip into Ed Wallace, but I can't get my pen through the Banner. Or I would like to dip into bouncing Billy Raynor, but he's just back from dinner and so full of victuals there's no room for my pen. And so it is with all of them. There's something to keep me from dipping into each and every one. Why, if I was to dip into Fine Cut Price I'd get a penful of malignant malaria, which, if written out in THE STATION AGENT, would give Florida Thompson such a chill he'd shake all the freckles out of Jimmy Dart's Canada countenance. Or if I'd dip into Impunity Hopkins, he is so embittered because he can't go to Avalon during the stay there of the Hop-Sacking Sisters' Society of Blue Blessedness, that he'd corrode my pen, eat off its point—which Mark McGrillis declares is dull enough already—and render it entirely useless for anything more than a perch for George Morrison's bird cage. However, I am greatly pleased that Brother Shaw has started the procession, and I hope he will not only keep marching and bring on a long following, but that he will also incite Captain Cadwallader to perfect his coming ticket office with such appliances as will enable agents to learn at a distance whether the disturbance at the station is a legitimate traveler seeking a ticket or merely a neighbor come to borrow the ticket stamp to crack walnuts with.

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Joe Cardeza, who is two years older than the Fourth of July, which date celebrated its 117th birthday this month, says he can still recollect his first case of toothache and how, after he had the tooth pulled, the hole ached worse than the tooth.

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Tom Vaille, the polished and eloquent Southeastern passenger agent of the Chicago & Northwestern Railway, is not only the silver-tongued orator of the Quaker City Association, but he is also the proud husband of his estimable and accomplished wife, Mrs. Agnes Goodrich Vaille. This lady is a most excellent soprano singer, whose rich and musical voice has made her known and admired far and near. Recently, by special request, she appeared before a musical congress



at the World's Fair, in which the leading musicians of the country took part, and read a paper on vocal culture so replete with practical ideas and sound advice and pleasant points, all woven in graceful language, as to instantly command the favor of her audience and win their permanent applause.

The Watermelon season having come to hand, Joe Cardeza has opened out his Baptismal Bazaar at the old stand, and holds himself ready for service at any hour of the day or night, always guaranteeing to use a new font for each baby.

Birdsboro Shaw shows such an apt talent for dialect writing, and that style of literature being so popular at this time, that we hope to soon see a story of this character from his clever pen duly set forth in *THE STATION AGENT*. He might call it "Zwei Beer," and make Harry Martin the hero.

*THE STATION AGENT* has always been a very melodious and songful journal, but now that it has a permanent Carrel attached to it, there will be no doubt be more music in it than ever.

By-the-way, this reminds me that Billy Conard wants to know—you've already learned of Billy's inquiring turn of mind—if M. G. is the Carrel that Richly Warbling Wright sung for the boys up at Reading last January?

Ed Wallace tells of an exciting scene he witnessed up at the Grand Opera House the night he went there to see Charlie Harps make his debut as *Deademona* in the opera of *Pinafore*. He says he was standing in the lobby wondering whether he had better roll up his trousers or not before going in to take his seat, when a man with a goatee like Charlie Murray's and a nose like Charlie Kinney's and a bald head like Naylor Davis', suddenly stepped up to a rather handsome young woman and placed a fresh fried egg in her unexpected hand. She looked at it in a surprised and helpless sort of way for an instant, and then turning to the man asked: "What do you mean? Are you insane?" The man bowed and smiled and cheerfully replied: "No, Madam, I am not insane. I am only just plain, common, everyday crazy." And then he disappeared as quickly as he had come. Ed says he has often wondered, but has never found out, whether or not the woman ate the egg.

Now that Charlie Murray's family is out at the World's Fair, he is so busy housekeeping

he don't get time to go to choir practice any more. He is having some queer experiences, too. The other day a neighbor's child came in and wanted to borrow enough sugar to sweeten three cups of coffee. Charlie was up to his elbows in a pan of dough, which he was making into biscuits for supper, but he good-naturedly left his work and gave her some sugar. Five minutes afterwards the child was back again and said her mother wanted to know if he wouldn't let her have coffee enough to take up the sugar he had just loaned her.

It was a very refreshing sight to see Billy Conard step up to the P. R. R. ticket office and plank down the hard cash for his Chicago ticket the other night. Billy says he don't travel often, but when he does he wants to go on a first-class road and pay liberally for the privilege and the pleasure. Well, Billy is a first-class man and deserves a great deal more than money can ever buy for him.

There is a wisdom in the precocity of some children that is terrifically startling. Not long ago a family living on Arch street had a baby about three months old, and every time it saw Major Little pass the house it would yell "Police!"

Jack Rogers ought not to feel so badly because the June number of *THE STATION AGENT* told of his kicking a man twenty-one squares. Why, there's a mule down in Arkansas named Billy who can tell the time of day and count up to seven and tell when Sunday comes. Billy is employed to haul things around at a saw mill belonging to the St. Louis Wooden Ware Company just across the river from Memphis, Tennessee. When the start-to-work whistle sounds in the mornings Billy very readily comes out of his stable and plods along cheerfully enough all the morning. But the moment the dinner whistle is blown at twelve o'clock, Billy won't take another step until he is duly unhitched and knows he is going to be taken to the stable. And it is the same way when the closing-down whistle screams itself hoarse—or mule—in the evening. And when Sunday comes Billy knows it as well as Mark McGrillis or Harry Martin. He has kept count and knows that the seventh day has come and that it is Sunday, a day for rest, and no power has yet been devised that can either coax or force him to step his foot out of the stable. There he stays and takes his ease and his meals the day through. This is a true story, and it isn't an altogether bad example that Billy sets for many of his two-legged friends.



We have about reached the heart of summer, and its pulsings are sluggish and labored. There is a sleepy hush lying over the city, through which the blazing sun pushes its fierce rays and cooks the sweltering humanity beneath. I've been done on one side for nearly a week, but I'm too lazy to turn over. No one seems to have any energy. Men sit around in the dense embrace of the intense heat without enough vigor about them to perspire. They are as languid and indifferent as the little colored girl in the south who was standing before a roaring blaze in an open fire-place one winter day, in a lazy, listless sort of way, when suddenly someone called to her, "Oh, Dinah, take care! There's a big coal of fire under your foot!" Without the slightest quiver or inclination to move she drawled out in a slow, careless tone, "W-h-i-c-h f-o-o-t?" Business is at its usual old summer stand,—that is to say, a standstill. And the stores and the stocks and the salesmen bake and sizzle beneath the torrid tempest of heat. The brilliant and burning star Sirius is already showing its scorching light above the horizon, and tells us all too plainly that the dreaded and drouthy days of the canine are close upon us. And that reminds me that I haven't paid my tax yet, and as I see the Dog Catcher across

the street I will bring this letter to a close once.

W. McK.

Philadelphia, July, 1893.

The Nickel Plate Road runs three trains daily in each direction.

### Going and Coming.

He was a Pullman porter, with a manner light as air;

He had jewels on his fingers and had hair on his hair,

And it cost you more to tip him than it did to pay your fare.

This porter who was going to Chicago.

He sat there in a corner, with a tear drop in his eye,

He didn't even shake his brush at people passing by;

He was thinking, sadly thinking, of the price he paid for pie,

This porter who was coming from Chicago.

—Buffalo Courier.

The Nickel Plate Road has a superb new Passenger Service.



RAILROADING IN DARKEST AFRICA.

Telegram from Station Agent at Umbajiji to Division Superintendent.

No. 10, up accommodation, just passed without stopping. Tiger, python and rogue elephant on platform.—From Life.





## OFFICERS FOR 1893.

PRESIDENT,	H. E. DAY,	Gainesville, Fla.
1ST VICE-PRES.,	W. R. CONARD,	Philadelphia, Pa.
2ND VICE-PRES.,	WM. LOWMILLER,	La Crosse, Wis.
3RD VICE-PRES.,	J. A. DART,	Ridgetown, Ont.
TREASURER,	T. W. VENEMANN,	Evansville, Ind.
SECRETARY,	C. G. CADWALLADER,	Philadelphia, Pa.

All Communications Intended for this Department should be addressed to C. G. Cadwallader, Secretary, 3445 Chestnut St., Philadelphia, Pa.

## How to Join the I. A. T. A.

THE STATION AGENT reaches many ticket agents who are not members of the International Association of Ticket Agents. It goes without saying that every ticket agent should be on the membership list. The coupon ticket sellers of the country ought to be united in one harmonious and conservative organization. That such organizations of agents are approved of by railroad officials is shown by the extraordinary courtesies extended to the

I. A. T. A. on the occasion of their annual convention. The initiation fee in the International Association of Ticket Agents is \$10 and the annual dues \$5, both payable in advance. The membership year ends July 31. This amount with application should be sent to C. G. Cadwallader, Secretary I. A. T. A., Broad Street Station, Philadelphia, Pa. An application blank is given below. Start the new year by joining the I. A. T. A.

## International Association of Ticket Agents.

## APPLICATION FOR MEMBERSHIP.

TO THE OFFICERS AND MEMBERS OF THE I. A. T. A.

No. ....

*Desiring to become a member of the INTERNATIONAL ASSOCIATION OF TICKET AGENTS, I hereby make application for this honor, and herewith enclose fifteen dollars (\$15.00), the amount of initiation fee (\$10.00) and dues for the current year (\$5.00) ending August first next, and promise, should I be found worthy and become a member, I will conform to and abide by the Constitution, Rules and By-Laws at present in force or as hereafter amended, or forfeit all rights and benefits of membership.*

Signed,

Full Name .....

Occupation..... Road.....

Place..... State.....

Private Address.....

Date..... 189.....

We, the members of the "State Committee," have made full and diligent inquiries, and do hereby certify that the applicant whose signature is hereto attached is employed as subscribed, and is a man of good reputation.

Committee.

Committee.

These blanks will be furnished members upon application to Secretary C. G. Cadwallader, 3445 Chestnut Street, Philadelphia, Pa.



### State Committees.

The following is a list of the state committees through whom applications for membership must come hereafter. Ticket agents desiring to join the association should consult this list and confer with the member for their section, as all applications must be referred to the committeemen for the state in which applicant resides before he can be admitted to membership.

Alabama—J. W. Johnson, Union Station, Birmingham; C. M. Frost, A. G. S. Ry., Attalla.  
 Arizona—T. A. Brown, A. & P. Ry., Flagstaff.  
 Arkansas—R. M. Smith, Hot Springs Ry., Hot Springs; C. E. Swindell, St. L. I. M. & S. Ry., Texarkana.  
 California—  
 Colorado—Joseph Milner, B. & M. Ry., Denver; E. P. Lackner, Union Depot, Denver.  
 Connecticut—W. S. Wetherbee, N. Y., N. H. & H. Ry., Middletown; H. L. Stocking, N. Y., N. H. & H. Ry., Hartford.  
 Delaware—R. L. Appleby, P. M. & B. Ry., Wilmington.  
 District of Columbia—O. E. Newton, C. & O. Ry., Washington.  
 Florida—C. S. Beerbower, F. C. & P. Ry., Jacksonville; H. E. Day, Gainesville.  
 Georgia—F. J. Robinson, Columbus; A. B. Quinker, Macon, Ga.  
 Idaho—  
 Illinois—H. D. Leek, Relay Depot, East St. Louis; J. A. Robbins, Dearborn St. Station, Chicago.  
 Indiana—C. H. Adams, C. H. & D. Ry., Indianapolis; E. E. South, C. C. & St. L. Ry., Terre Haute.  
 Iowa—C. F. Spaulding, C. M. & St. P. Ry., McGregor; Jas. Hunter, C. B. & Q. Ry., Des Moines, Ia.  
 Indian Territory—A. J. Peck, T. A. M. K. & T. Ry., Vinita, I. T.; J. O. Jones, T. A. M. K. & T. Ry., McAlester, I. T.  
 Kansas—E. R. Bleckley, Mo. Pacific, Wichita; H. C. Bossart, Hiawatha.  
 Kentucky—J. A. Murray, L. & N., Glasgow; S. T. Swift, Lexington, Ky.  
 Louisiana—W. J. Collins, 123 Center St., New Orleans.  
 Maine—S. H. Hellen, P. & R., Portland; F. O. Snow, B. & M., N. Berwick; C. C. Benson, Lewiston, Me. Cent. Ry.  
 Maryland—J. C. Lassen, B. & P., Baltimore; M. M. McLanahan, Williamsport, Md.  
 Massachusetts—J. L. White, B. & A., Boston; W. S. Rodiman, Conn. R., Northampton.  
 Michigan—J. S. Hawkins, Mich. Cen., Grand Rapids; J. F. Lamond, G. R. & I., Mackinaw City.  
 Minnesota—D. N. Gates, C. M. & St. P. Ry., Albert Lea, Minn.; V. D. Jones.  
 Mississippi—P. M. Comfort, E. T. & G., Meridian; J. R. Young, (Ala) Aberdeen.  
 Missouri—J. L. Williams, M. K. & T., St. Louis; E. J. Perry, K. C., Ft. S. & M., Springfield.  
 Montana—R. E. Spurrier, Union Station, Garrison.  
 Nebraska—T. R. Mason, Mo. Pac. Ry., Fall City.  
 Nevada—  
 New Hampshire—Alonzo Elliott, C. & M. and B. M., Manchester; C. A. Wight, Mass.  
 New Jersey—L. William, Penna. Orange; D. B. Young, W. J. & C. & A. Ry., Atlantic City.  
 New Mexico—J. S. Nelson, A. T. & S. Fe, Hot Springs; A. J. Coats, Eagle.  
 New York—H. W. Hunter, N. Y. C. & H. R., New York; E. N. Blood, Union Depot, Buffalo, N. Y.  
 North Carolina—A. C. Boon, R. & D., Gibsonville; D. E. Sellers, Burlington.  
 North Dakota—  
 Ohio—Wm. Brown, Union Station, Cincinnati; L. W. Buckmaster, C. H. V. & T. Ry., Columbus.

Oregon—C. P. Houston, Sou. Pac., Junction City; A. R. Chapman, Victoria, B. C.  
 Pennsylvania—Henry Carpenter, Penna. R. R., Pittsburg; C. D. Gladding, B. & O., Philadelphia.  
 Rhode Island—  
 South Carolina—B. K. Delorme, C. S. & N. Ry., Sumpter; S. S. C. McGrew.  
 South Dakota—F. W. Cole, C. M. & St. P., Parker; H. S. Kelsey, C. & N. W. Ry., East Pierre.  
 Tennessee—A. G. Pearce, Ill. Cent., Milan; I. T. Rodes, Fayetteville.  
 Texas—S. W. Bogy, St. L. & A. T., Corsicana; C. C. Oden, Union Depot, Dallas; J. M. Knight, So. Pac. Co., San Antonio.  
 Utah—F. L. Copening, Spanish Forks.  
 Vermont—G. T. Hazen, Cen. Ver., Windsor; F. F. Conkey, Fitchburg, N. Pownal.  
 Virginia—T. M. Ziegler, Shen. Val., Luray; R. H. Fisher, C. & O. Richmond.  
 West Virginia—M. C. Fuller, B. & O., Piedmont; H. G. Bowles, Monongah.  
 Wisconsin—A. C. Flanders, C. M. & St. P., Portage; H. C. Strong, C. & N. W., Baraboo.  
 Ontario—S. H. Palmer, Mich. Cen., St. Thomas; J. A. Dart, Mich. Cen., Ridgeway.  
 Wyoming—  
 Mexico—W. J. DeGress, Mex. Cent. Ry., Mexico.

### A Dream of the Past.

And I sit and dream of the days that are past,  
 And the visions are dim with changes so vast,  
 And the faces and forms across my brain  
 Pass like the view from a flying train.

I have before me a list of the "Old Guard" ticket agents who first laid their hand to the plow and started the tilling of the soil for "association." The handwriting of this record before is one well known to the T. P. A's.—H. C. Holebird, of Cincinnati; the names are: F. J. Amsden, Rochester, N. Y.; G. W. Arnold, La Porte, Ind.; G. R. Blake, Winchester, Va.; J. P. Bliss, Columbus, O.; Wm. Brown, Cincinnati, O.; Wm. W. Browning, Baltimore, Md.; M. G. Carrel, Cleveland, O.; C. H. Clough, Dayton, O.; C. G. Dixon, Indianapolis, Ind.; Horace Egan, Cincinnati, O.; J. H. Earnshaw, Wm. Gates, Toledo, O.; H. G. Hunt, St. Catharines, Ont.; John N. Joerger, Leavenworth, Kans.; Edw. R. Jones, Baltimore; Jno. M. Knight, New Orleans, La.; E. C. Laprey, Rochester, N. Y.; G. Leimbach, Baltimore, Md.; Henry Lihou, St. Louis, Mo.; Geo. W. Munson, Grand Rapids, Mich.; W. B. Phelps, Oswego, N. Y.; R. M. Stocking, Quebec; Richard Sweetman, Ligonier, Ind.; J. W. Wormeldorf; C. J. Hayden, Adrian, Mich.; T. W. Venemann, Evansville, Ind., and J. H. Miller, La Fayette, Ind.

Some of these names are familiar to the members of the I. A. T. A. Many have passed from my knowledge of their present existence; some have gone to the last long sleep, none are forgotten, and the seed sown has grown to the great I. A. T. A. tree that spreads its branches over all this land.

A mere handful of those named above again I see in vision in a little room in the



Hotel Emery at Cincinnati; Wm. Brown, J. H. Miller, T. W. Venemann, M. G. Carrel, R. W. Wright, G. Deming and S. B. Thompson—with letters of good cheer from ninety odd others to revive the drooping plant of association.

Again I see the "gathering of the clans" at the Grand Hotel at Cincinnati; the beaming faces, the grasp of hands that announced that the I. A. T. A. was an assured success. The good friends who cheered us on are legion. I cannot name them in so brief a space as is necessary for a magazine article. These names are foremost in the throng: D. G. Edwards, D. B. Martin, James Barker, E. A. Ford, C. E. Harman, C. P. Atmore, T. H. Wicke and E. A. Jewett, of the Pullman, and the hundreds of others whose names and generous deeds touch pleasing chords of memory in the hearts of all that happy company who gathered at "The Grand" and sped away to the "sunny southland with its blossom and its vines." In that dream of association which has been so fully realized we revel, and glory in its conception and fulfillment.

Across this continent are thousands who, like me, have been made better and broader and happier because of the I. A. T. A.; whose halls of memory have been stored with beautiful pictures which are inspirations; whose hearts beat quicker and have lost much of selfishness in the great universe of friendships formed throughout these years that are past, and live with larger hopes and anticipations for the years to come. Those who have not tasted of these springs of life can never know how exhilarating they are, and those who stood with clouded brows and prophesied of omen ill have disappeared.

Then let the years to come be filled with greater good to everyone—open wide the portals of "Fraternity" until all may feel its elevating and ennobling power.

Put aside selfishness and self interests just once and feel the grandeur of that heaven you strive for, that "Peace on earth and good will towards man," graven indelibly in your existence, and you will ever after bless the day and hour of the resolve to enter the army of Fraternity.

M. G. C.

#### Notice to Members.

A meeting of the Executive Committee was held in Chicago at Grand Pacific Hotel on July 12th and 14th, at which it was decided to hold its next annual convention in California in March or April, 1894. It was also decided, as the contract with THE STATION AGENT would

expire August 1st, to publish an official paper of their own, devoted to the interests of the association, to be known as the *International Ticket Agent*.

It is hoped that the members will give the new journal their hearty co-operation.

C. G. CADWALLADER, Sec'y.

The Executive Committee was called to meet at the Grand Pacific Hotel, Chicago, Ill., July 12th, at 12 o'clock. There were present: H. E. Day, T. W. Venemann, W. B. Conard, J. A. Dart, T. H. Morley, W. F. Hambricht, S. A. Palmer, C. G. Wintersmith and the Secretary. Mr. C. D. J. Noelke and Mr. W. H. Lohmiller were unable to be present, being detained through business.

Several important matters were considered and disposed of by the committee. The question of renewing the contract with the publishers of THE STATION AGENT, Clark, Britton, Wright & Co., for the coming year, beginning with August 1st, or the association publish its own official magazine was taken up. Mr. M. G. Carrel, the manager of THE STATION AGENT, addressed the committee, presenting the side of THE STATION AGENT. After discussing the matter from every standpoint, it was unanimously agreed that it would be an advantage to the association to publish its own journal, and decided to do so. The committee met again on Friday evening and took up the question and location of our next convention. Several locations were considered and California finally chosen. The month of March, '94, was selected as the best time of year for holding it.

Mr. R. W. Wright made a strong argument in favor of a continuance with THE STATION AGENT; his remarks were fully appreciated, as were Mr. Carrel's, but the members of the committee had carefully considered the whole matter, and believed that by having a journal of our own the members would take an interest in it and write up articles for it from time to time. Everything passed off harmoniously and pleasantly. We hope to have the goodwill and encouragement of THE STATION AGENT in this new departure of the I. A. T. A.

The members of the committee, after the transaction of business, visited the great Fair, but time was too limited to see much of it. It is undoubtedly the greatest and best of all fairs ever held. Respectfully,

C. G. CADWALLADER, Sec'y.





F. E. RICE,  
Supt. Pullman P. C. Co., St. Paul, Minn.

We are pleased to present to our readers Mr. F. E. Rice, Superintendent of the Pullman Palace Car Co., located at St. Paul, Minn.

Mr. Rice needs no introduction to the members of the I. A. T. A. who took the excursion to Yellowstone Park. He labored so earnestly and withal so genially in the interests of the great company he represents, as well as the Northern Pacific Railway and the excursionists, that we considered him "one of us rather than a person of official dignities. We are pleased to say, from personal observation, that his shadow nor his genial smile grow no less. "Long may he live and prosper" is the heartfelt wish of his friends and THE STATION AGENT. G.

#### NOTES AND ANNOUNCEMENTS.

The general passenger department of the Michigan Central railroad has issued an exquisite handbook, "Two Great Limited Trains—the North Shore Limited and the New York and Chicago Limited," in which are depicted by word picture, and pictures which speak, the comforts and luxuries of a trip from either Boston or New York to Chicago, or from the City of the World's Fair back to the cultured and financially well-fixed east. So well written and illustrated is this little volume, that we feel the thrill of the mighty commerce of the great city where the bulls and bears meet daily in the arena, out into the peaceful valley of the placid Hudson and along its gorgeous rock-bound banks to the city of the marble capitol "costing a mint of gold." Then we are conveyed to Boston, to bring up the second section, and we seem to taste the culture and the beans, and fly away over river and hill past thriving factory cities over the Berkshire hills, through the cool gorges of the Catskills, pick up the New York section at Albany, and away toward the woolly west. All this time we are

reclining at ease in the luxury of a palace, and in our ears the music of the whirling wheel. We enjoy rich viands, a bath, a shave, a fine Havana, anything, everything to make life a constant song. Absorbed as we are in a panorama of Nature's wonders,—pictures that no gallery can equal, for they are touched with the brush of the Master Artist, Nature itself. The book tell us all this, and it has the autographs of H. B. Ledyard, president, and O. W. Ruggles, general passenger and ticket agent, at the finis, so we feel that it is indeed all true, although the subject is one no feeble pen can do justice to, or brush or camera fairly portray. G.

#### Beautify Your Surroundings.

THE burdens of care are banished by beautiful surroundings. It is not gold lace and silks, but nature's bounteous colorings that give most delight to the eye and a rest to the mind.

I say this to the toiling millions, beautify your surroundings and you will lighten your labor, and the mind will accomplish far more in its hours of toil. As the eyes are lifted from the work to meet dingy, dirty and dark surroundings a confused sense of depression lingering within the mind which ornamental and bright colors would dispel.

In a work shop, however grimy and oily the necessary implements, they can be brightened by systematic and well directed effort. You step into one with everything clean and in order with here and there a touch of ornamentation, a sense of admiration enters your mind, touching, ennobling, inspiring, but when confusion reigns and dirt and rust are visible you are stirred with a feeling akin to inanition and depression and this influences in a greater degree those who are constantly in such contact unconscious through familiarity with the actual resultant effects.

Beautiful surroundings lift civilized humanity above savage life and there is no occupation so humble that cannot be thus elevated. G.

#### Internal Treatment for Piles.

Rinderbrandt's Internal Pile Remedy is not a suppository nor ointment, but a pleasant elixir. A positive cure in all cases of blind, bleeding, itching and protruding piles. Recommended by railroad employees. Send for testimonials. Fifty cents per bottle, express prepaid. Sold by all druggists. Prepared only by Rinderbrandt Pharmacal Co., Detroit, Mich.



### Above the Clouds of War.

MUCH has been said by the press, the political economist, the reformer and the politically inclined office seeker, for evil assumes the saintly cloak at times; to instil into the ranks of railway employees the necessity for combined unity of action on their part toward proper railway legislation.

There is a great army, well disciplined in their duties, with minds above the average, who direct the destiny of the great transpor-

Education and freedom of conscience alone give that self dependence which will in justice overwhelm wrong and oppression. Evil will always overreach itself accomplishing its own destruction.

That power or agency which educates and directs the enquiring minds or touch or scourge to thought and nobler action the great army of humanity, must know the power of truth and justice, must lead unselfishly or be overwhelmed in error.

Natures processes are slow and mind de-



J. J. FAGAN, COM. AGT. K. C., F. S. & M. R'Y, MEMPHIS, TENN.

tation lines of this American continent. In the United States the census of 1892 shows one in every eighty-two as "Railroad people."

While the greatest need of reform, throughout the ages past and the present, has been, and is so oppressingly apparent and the great struggle for its attainment has been, and is, the wish uppermost in nearly all minds, the means and methods of attainment are the thought and study of the few. The great masses, like children, seeking to be led.

velopment seems bound to earth and all earths attributes seem visibly real, with thought bound down by physical sense.

Man has yet to learn in language tangible, touching the heart and lifting him out of brutality, the great law of unselfishness, of love one toward another. Must acknowledge the universal power of those invisible and in a measure incomprehensible attributes.

The solution of the living issues of to-day will come as selfish, brutal man develops



into human brotherhood, when, like the love of brothers, man will sacrifice himself for his fellow his self interest for the good of mankind.

Physical death and suffering for the protection or advancement of your fellow or a principal is grand, but grander than all is the unselfish labor of years of active life.

What has this to do with railway legislation, or combination effecting such reform? Simply this—our laws are too largely the outgrowth of selfish partisanship oppressive in their injustice, swinging to the greater extremes. The leaders to reform must first be honest in their conclusions, and then unselfish in their labors. The masses must be unselfish and educated to a proper understanding of the best and must in their strength of conscience, confident that the right alone will prevail move on the citadel of wrong wherever it stand.

The situations and conditions of to-day are more the result of forceful and strained effort, the peace of armed armistice. Labor and capital, with shield and spear watching each vantage, suspicion on all sides, doubt predominating, evil motive attributed to every movement on either side. If the great armies would meet as brothers they would find their warfare had been a curse to both, that the principal for which they fought was attainable only in peace and good will and united unselfish effort. G.

#### Railway Rates.

JAMES L. COWLES, in an article in the *Arena*, maintains that our freight and passenger railway rates are excessively high. First he attempts to prove that, under a fair management of our railroads the lowest freight rate now charged between any two stations on any line of road in the country would be large enough, if adopted for the common rate regardless of distance, to provide an ample revenue to pay all the legitimate expenses connected with the freight business of our railway system. He says that if the 1,100,000 freight cars in our public railway service in 1890 had made 100 hauls for the year instead of 73 hauls, at \$7 per car, the earnings of the freight cars of the United States would have been \$770,000,000, or \$60,000,000 more than we actually earned in 1890 under our present ton mile rate system. The chief reason freight rates are at present so high is, he holds, because cars are sent backward and forward through the country half empty. Under his proposed system of freight charges he believes

that the average train load would increase from 170 tons to 500 or 600 tons.

He further holds that with anything like a reasonable use of railway equipments and with a reasonable classification of passenger rates, a five-cent fare per trip on way trains, irrespective of distance, would furnish an ample revenue for the proportion of expenses chargeable to way business. On express trains he would make the through fare the same as that between the two nearest stations at which the train stops. If the stops are one-fourth as frequent as on the way train, then he would make the fare on the ordinary car of the express four times that on the way train, or twenty cents instead of five cents, and would make the rate for those who use parlor cars four times that charged for ordinary passengers. For instance, he would make the fare on the express train running between Boston and New York, which makes four trips, \$3, and on the ordinary express running between Boston and New York City fifty cents. One dollar, he declares, would be ample remunerative for the highest fare for the longest trip by ordinary car on the fastest express of the country.

#### The Pennsylvania Railroad's Exhibit.

THE exhibit of the Pennsylvania Railroad Company at the World's Fair in Chicago is, says the *Philadelphia Inquirer*, one of its unique features. Instead of the customary display of a modern locomotive and train of cars in the Transportation Building the company has given the public an object lesson in railroading that is of unusual interest. In a prominent part of the grounds is a model station such as the company uses at its smaller towns. It is built of the white staff that has made the group of buildings in Jackson Park known as the White City. It is a charming piece of architecture which at once attracts attention and entices visitors to the interior.

Inside there is a display of large photographs of the leading scenic points on the line, and in addition a set of views of Johns town taken before and after the flood. These attract constant crowds of visitors. Passing through the station to the platform the visitors are shown how we build railroads in the east. Those who live here need not be told, but the western people are astonished to see the substantial manner in which tracks are put down the weight of the rails, and the depth of the stone ballast. On this sample track stands the famous John Bull train that made the thousand mile from Jersey City to Chicago by



its own steam in April. This is the only real relic of early railroading in the Fair. There are models of a dozen of the prototypes of the modern steam horse, but this is the only survivor of more than sixty years ago still in service, and it attracts great attention. In strong contrast to this relic of the infancy of railroading are semaphores and other modern appliances all around, which guarantee that degree of efficiency of service and safety of passengers for which the Pennsylvania is not excelled.

#### A Railway Political Party.

HARRY P. ROBINSON, editor *Railway Age* writes on the subject, "A Railway Party in Politics" in the *North American Review*. He states that it is the general opinion among Western railroad presidents and railroad managers that if the right of the state to regulate the railroads is carried much further in the west, it would soon be impossible for any company to keep out of bankruptcy. The advisability of organizing a new railroad party to protect the interests of the investor in and employees of the railroads is under discussion at the present time, but there seems to be no immediate probability of this party being formed.

"It is easy to see," he says, "how much strength such a body, if formed, would possess. According to the reports of the Interstate Commerce Commission, there were in the immediate employ of the railways of the United States a year and a half ago 749,301 men—all or nearly all voters—which number has now, it may be assumed, been increased to about 800,000. There are, in addition, about one million and a quarter shareholders in the railway properties in the country; and in other trades and industries immediately dependent upon the railways for their support there are estimated to be engaged, as principals or employees, over one million voters more. These three classes united would give at once a massed voting strength of some three millions of voters. There are also, in the smaller towns especially, and at points where railroad shops are located, all over the country, a number of persons—small tradesmen, boarding-house keepers, etc.—who are dependent for their livelihood on the patronage of railway employees, and whose vote could unquestionably be cast in harmony with any connected employees' movement. Moreover, unlike most new parties, this party would be at no loss for the sinews of war or for the means of organization. The men whom it

would form even now almost a disciplined army. With them co-operation is already a habit."

#### Another Anti-Scalping Ticket.

MR. J. M. HOFFNER, city ticket agent of the Ohio & Mississippi railroad at St. Louis, has parented a form of ticket to prevent brokers from using or scalping a round trip signature ticket. A passenger purchasing this ticket signs his name on the going portion of ticket and his signature is written by the selling agent (who stamps the going portion only). The agent punches a description of the purchaser by punching out all the words with the exception of those describing the passenger, first folding the going portion to the back of the return portion, which makes a duplicate description. The passenger uses this ticket to the objective point. The last conductor honoring the coupons into objective point detaches it and forwards to the depot office. As this has the passenger's signature there is nothing on the return portion of ticket showing where the ticket was sold or name of original purchaser. On the return of the original purchaser to starting point he must go to the depot at the objective point and sign his name; the agent having advise clip showing the original signature and description compares the two and if they are the same he witnesses the signature and stamps the contract and coupons, which makes the ticket good from objective point to starting point. If the ticket is sold at the objective point the person buying does not know what the purchaser's name is, and the party buying the ticket will have to run the risk of the agent stamping and witnessing it. As it must be arranged through depot office, the city office not being allowed to witness tickets—it takes the return portion of ticket out of the city market and compels the original purchaser to have ticket signed at depot office. It gives the passenger ticket from starting point to objective point and return. In other words it gives the passenger all he purchases.

#### A New Classification.

Mr. E. T. Campbell, chief clerk of the office of traffic manager L. F. Day, of the Newport News & Mississippi Valley railroad, has copyrighted a classification which embodies a new idea in its application of a cipher code. Traffic men say that its general adoption would result in a great saving of telegraph tolls and would tend to reduce the number of errors in rate quotations in connection with the description of articles classified. We hope to give a fuller description of it in our next issue.



### The Northern Pacific.

#### A DESCRIPTION OF ITS PASSENGER DEPARTMENT AND THE MEN WHO CONTROL ITS PASSENGER TRAFFIC.

IF we were called upon to give a practical definition of the word "hustler" we should point to the traveling passenger agent as the best living personification of the term, and advise our questioner to consider his ways and be wise. The traveling passenger agent does not perhaps labor as arduously as the agent, nor are his duties as confining or exacting, but his position demands a degree of ability, shrewdness and alertness which easily places him in the front rank of the railroad service. As it is a part of his business to cultivate popularity, and as personal friends constitute one of his strongest cards, the traveling passenger agent is necessarily a good fellow, and his visits to the ticket agent are always welcome, except, perhaps in those isolated cases where the agent is suffering from slight qualms of conscience on account of not having given some particular line a share of the business from his office which circumstances might appear to warrant. As THE STATION AGENT is closely in touch with both the agents and the traveling representatives of the passenger departments, it gives us much pleasure to announce that, commencing with this issue, we shall publish from month to month a series of illustrated articles on the passenger departments of the various leading lines of the country, and will briefly introduce to our readers many of the tireless workers who represent this important branch of the railroad service.

In this issue we give portraits and sketches of a number of the leading representatives of the Northern Pacific company. This road needs no introduction to the agents of the country, and particularly the readers of THE STATION AGENT. Aside from its prominent position in the railroad world, our readers have occasion to remember it on account of the memorable excursion to Yellowstone Park two years ago, when the magnificent hospitality of this road was so thoroughly enjoyed by the members of the International Association of Ticket Agents.

Mr. Chas. S. Fee, the general passenger agent of the Northern Pacific, is one of the best known and most popular officials in the country. His portrait and biographical sketch have already appeared in these columns. He is ably assisted by Messrs. B. N. Austin, A. L.

Craig and A. D. Charlton, assistant general passenger agents, and by nearly a score of wide-awake and energetic traveling passenger agents.

The Northern Pacific occupies a large and handsome building at St. Paul for its general offices, and the various departments are comfortably and conveniently housed. Our frontispiece shows the private office of the general passenger agent, and many agents will readily recognize Mr. Fee at his desk. Other views are given of the passenger offices, showing that Mr. Fee and his assistants have an eye to both convenience and comfort in arranging their offices. The ticket stock room, from the mysterious depths of which are issued the numberless pasteboards which pass so dexterously through the hands of the ticket agent, is always a source of interest to the latter. We give an interior view of the stock room of the Northern Pacific, showing a small section of the vault, and which will give an idea of how the ticket stock is carried. In a letter to the editor Mr. Fee says regarding the ticket vault:

Few people have an idea of the amount of ticket stock carried by railroad companies. It does not represent much money value, of course, but in estimating the total number of local tickets, *i. e.*, card tickets, book tickets, mileage, etc., I find that we have in our local ticket vault about a million and a half of tickets on hand all the time, from which supplies are being constantly issued to station agents on various portions of the line. We have in our coupon vault what is equivalent to 150,000 coupon tickets.

The personnel of the passenger department is as follows: C. S. Fee, general passenger and ticket agent. Mr. Craig is assistant general ticket agent, and is in charge of the general office; Mr. Austin being in charge of the work on the outside or in the field among the district passenger and general agents. Mr. N. R. Bagley, in this department for the past twelve years, is chief clerk; Mr. J. C. Poore, formerly of the Union Pacific, is chief rate clerk; Mr. Chas. A. Matthews is in charge of the ticket and advertising rooms; Mr. O. D. Wheeler is in charge of all newspaper advertising. Mr. Wheeler has also written that well-known tourist book entitled "6,000 Miles Through Wonderland," issued from the press a short time since, and which is one of the handsomest works ever sent out by a passenger department.

The Northern Pacific has advertised extensively this year, and is reaping its reward in an unusually large excursion business to the Yellowstone Park and other points of interest





A. D. CHARLTON.

in the Northwest. About two years ago the Fee gave a special commission to a Hungarian painter by the name of John Fery. Mr. Fery spent several months on the line of the road making his sketches, on the completion of which he returned to Munich, at which place he finished his paintings of Northern Pacific scenery, ten in number. These pictures cover the following subjects: Mammoth Hot Springs, Yellowstone Park; Old Faithful Geyser, Yellowstone Park; Grand Canon of the Yellowstone, Yellowstone Park; Harvest Scene in North Dakota, Valley of the Yellowstone River, Montana; Bad Lands in North Dakota; Clark's Fork of the Columbia River, Idaho; Columbia River and Mt. Hood, Oregon; Mount Tacoma from Puget Sound, Washington; Land Pend D'Oreille, Idaho.

The canvases vary in size, averaging perhaps 3x7 feet, and have been shown at the various art exhibitions in Berlin, Munich, Venice, Naples and other large cities on the continent. They have attracted such favorable comment that the Fee decided to leave them in Mr. Fery's hands to be removed from city to city in Europe wherever he may find it practical to place them on exhibition.

The Northern Pacific has issued this spring handsomely illustrated folders in French, Spanish, German, and other continental languages and distributed them over Europe with very satisfactory results.



C. G. W. LEMMON.

Now let us turn to the passenger men themselves. We regret that Mr. Austin's modesty prevented him from complying with our request for a photograph and we are not familiar with the thrilling events

which have filled his interesting career in the railroad service. One of Mr. Austin's greatest achievements was to shake hands and talk five minutes apiece with 250 ticket agents in exactly 250 consecutive minutes. This was done on the first day of the Yellowstone trip and established Mr. Austin's reputation among the members as a hustler.

Mr. A. L. Craig's beaming countenance shines upon the readers of THE STATION AGENT in this issue. Mr. Craig owns up to 32 years and has been with the Northern Pacific since 1880, when he entered its service as a rodman in the construction department. He succeeded Mr. J. C. Pond in his present position when that gentleman took charge of the passenger department of the Wisconsin Central.

Mr. A. Charlton, assistant general passenger agent, with headquarters at Portland, Ore., is 33 years of age and is a Canadian by birth. He is a son of Mr. James Charlton, of the Alton, and comes of a railroad family. He is deservedly popular both with the public and with his associates in the department.

The handsome features of J. H. Rogers, jr., are familiar to our readers and from his portrait it will be seen that he is still licensed to "travel on his shape" to a considerable extent. If you want a biographical sketch of Jack Rogers write to anyone of the Philadelphia boys and you will be surprised to learn how much they all know about him. A request for his portrait and biographical sketch brought forth the following characteristic reply to the editor:



T. K. STATEKER.



THOS. RIDGEDALE.





*Ticket Vault, Northern Pacific Railway.*





A. L. CRAIG.

"Yellowstone Park Wright: My phiz was sent you for THE STATION AGENT during the visit of the I. A. T. A. to Philadelphia and you never returned it. I think you have loaned it to some lady friend or tried it off for a picture of yourself. I have more. My territory extends from Jersey to Pittsburg and from the New York line to Richmond, including the states of Pennsylvania, New Jersey, Delaware, Maryland and West Virginia. Most of my time has been spent in state's prison." While we try to understand how Mr. Wright could successfully work excursion trade among convicts, yet we accept his word and have no doubt but that his experience in that line has been of service to him.

We have no portrait of Mr. Wright. Billingslea also traveling passenger agent at Philadelphia. His territory is the same as that of Mr. Rogers and he and the latter are a hard pair to out-pick or beat.



W. H. WHITAKER.

er than the Philadelphia mint can turn them out and that he thinks nothing of spending a five dollar bill and getting ten dollars back in change. That he isn't a millionaire is due solely to his native honesty and a disinclination to assume the responsibilities of a second Jay Gould. Mr. Campbell can produce locomotives and car wheels, etc., from the pockets of an admiring audience with a deftness and grace that never fails to win applause.

W. H. Whitaker, traveling passenger agent, was born Feb. 21, 1861, at Philadelphia, Penn. He came west in 1881, and after stopping a few weeks in Valley City, North Dakota, went on to Bismarck. He entered to service of the Northern Pacific company shortly after reaching Bismarck as check clerk at River Landing. In February, 1883, he was appointed ticket clerk at Bismarck station, and continued in that capacity until 1887, when he removed to St. Paul, entering the service of the M. & St. L. Ry., and nine months later accepted a position in the St. Paul Union Depot ticket office. In the spring of 1889 he was appointed traveling passenger agent of the Northern Pacific railroad, with headquarters at St. Paul, being assigned to the states of North and South Dakota and Minnesota as territory.

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Geo. D. Teller, district passenger agent, is one of the veterans of the service. In response to our request for a biographical sketch, he writes: "He was born in New York City December 29, 1819, and removed with his parents to the city of Baltimore in 1825. During the meeting of the legislature in 1827-28 of Maryland a charter was granted to the city of Baltimore for building a railroad from there

him an undesirable opponent in a game of cards and some of his pleasing tricks with coins and other articles of value have vastly amused a host of friends. It is said that Campbell can pick dimes out of a silver dollar fast-

er than the Philadelphia mint can turn them out and that he thinks nothing of spending a five dollar bill and getting ten dollars back in change. That he isn't a millionaire is due solely to his native honesty and a disinclination to assume the responsibilities of a second Jay Gould. Mr. Campbell can produce locomotives and car wheels, etc., from the pockets of an admiring audience with a deftness and grace that never fails to win applause.



J. H. ROGERS, JR.



G. G. CHANDLER.



JOHN N. ROBINSON.



to Ellicot Mills, a point where all the merchantable flour was manufactured for the city of Baltimore and surrounding towns. On the fourth of July following it was determined to inaugurate the building of this railroad, by the laying of a corner stone commemorating it. It fell to the share of the last living signer of the Declaration of Independence, Charles Carroll, of Carrollton, to deliver the address on this occasion. He said in the course of his remarks that he considered the act performed by him that day, in assisting in the laying of the corner stone of this railroad the most important act of his life, not omitting the signing of the Declaration of Independence. I removed from Baltimore to Buffalo in October, 1835. My stepfather at this time was employed in Buffalo as the superintendent of the first street railroad in the United States, running from Buffalo to Black Rock on the heel path of the Erie Canal. I was put on this line as conductor, collecting 6½ cents for the passage, Buffalo to Black Rock, and vice versa. I therefore, became the first street railroad conductor in the United States, as this was several years before the Third Avenue line in New York was built. In 1855 I was largely engaged in furnishing railroad advertising matter, maps, etc., to all the Western railroads, and in 1872 became connected with the St. Louis, Kansas City & Northern, as Eastern Passenger Agent, covering all the territory throughout New York state, Massachusetts, Connecticut, Rhode Island and New Hampshire. I remained with them until the road was consolidated with the Wabash. I remained with the consolidated road, under Mr. P. B. Groat, as general passenger agent, and Mr. C. K. Lord as assistant general passenger agent, until April, 1881, when I entered the service of the Northern Pacific railroad, about the time the road was completed, covering the territory of the State of New York and a portion of Pennsylvania and New Jersey. I have continued in that service ever since, under Mr. Chas. S. Fee as general passenger agent, and Mr. P. B. Groat general emigrant agent, and I hope to remain with them during the balance of the century."



OSCAR VANDERBILT.

Thos. Ridgedale, district passenger agent, at Toronto, Can., first began railroading in 1868 when he entered the service of the Grand Trunk Railway, traffic department, at Montreal. After serving four years in the general superintendent's office he was appointed February, 1872, to the position of stenographer to the assistant, now general superintendent, Frances Stephenson, a position he held for thirteen years, including three years as his stenographer when that gentleman was general passenger agent. In October, 1883, he was appointed traveling passenger agent for the same company with headquarters at Bangor, Me., and resigned in June, 1886, to accept the Canadian agency of the Wisconsin Central Lines with headquarters at Montreal. In February, 1890, he was appointed joint district passenger agent of the Wisconsin Central and Northern Pacific with office at No. 83 York street, Rossin House Block, Toronto, Ont.

John N. Robinson, district passenger and land agent at Milwaukee, Wis., was born at Basking Ridge, Somerset county, N. J., September 28d, 1847. He came West when nineteen years of age and settled at Fort Scott, Kansas. A short time afterwards entered the Illinois Central Railroad at Amboy, Ill., as brakeman, resigning in one year to take a position on the Des Moines Valley Railroad at Des Moines, Iowa, as conductor, and remained with that company and its successor, the C., R. I. & P. Railroad, until February, 1879, when he resigned to take a position with the Wisconsin Central Railway, as conductor, between Milwaukee and Stevens Point. In the spring of 1882, he entered the service of the passenger department, as city passenger and ticket agent at Milwaukee, and was promoted to traveling passenger agent of that line, August 21st, 1885, with headquarters at Milwaukee. Entered the service of the Northern Pacific Railroad, May 1st, 1889, as district passenger and land agent, with headquarters at Milwaukee, having been placed in charge of the territory comprising the State of Wisconsin and the upper peninsula of Michigan, which position he still holds.

C. G. Lemmon, district passenger agent



G. D. TELLER.



with headquarters at Chicago, was born at Harrisonville, Harrison County, Ohio, June 7, 1856. His parents moved to Newton, Jasper County, Iowa, when he was about seven years of age. He received a public school education and two years in college at Grinnell, Ia., when his parents again moved to Creston, Iowa, the division point on the C. B. & Q. Railroad. Mr. Lemmon secured a position with the C. B. & Q. Railroad as car accountant April 3, 1873, and taking advantage of the opportunity he learned telegraphy, but never had occasion to make use of the knowledge in the capacity of operator. Mr. Thos. J. Potter was

ton Route at St. Louis, Mo., where he remained until September 15th, 1889, when he went with the Northern Pacific Railroad as district passenger and land agent at Peoria, Ill., and October 1st, 1890, was transferred to the Grand Central Passenger Station at Chicago, Ill., where he still holds the fort. His territory is the great state of Illinois.

A. A. Jack, District Passenger Agent, Detroit, Mich., has been connected with the Northern Pacific Railroad for a number of years. Mr. Jack was born at Beardstown, Ill., June 12, 1852. Early thrown on his own resources, at twelve he got control of all the



*A View in the Passenger Department Offices of the Northern Pacific.*

at that time assistant superintendent of the Western Iowa Division and Mr. Lemmon took a clerical position in his office and when Mr. Potter was appointed division superintendent of the Iowa lines at Burlington, he was taken to Burlington as cashier and from thence to Ottumwa and Council Bluffs and back to Burlington as assistant ticket agent at the union depot. In September 1879, he was appointed city passenger and ticket agent of the Burling-

news agency privelages on the old Sandusky Mansfield & Newark, now the Lake Erie Division of the B. & O. R. R. At 16 years of age he went into the Wabash as ticket agent at Peru, Ind., and at the expiration of two years he was appointed by Superintendent E. M. Mathews of the U. S. Express Company, as messenger. In this capacity he served for three years having several important runs. He left the service of his own accord and



turned to agricultural interests. For eight years he was connected with the Champion Reaper and Mower Company, of Springfield, Ohio, and later with D. M. Osborne & Co., manufacturers of Reapers, at Auburn, N. Y. He was there general traveling agent until the fall of 1881 when he resigned to take a position with the Northern Pacific Railroad as Southern Passenger Agent. After six months service in this capacity he was sought for by the Texas & St. Louis Railroad and became the Eastern Passenger Agent of that line with headquarters at Cincinnati, Ohio. Four months later he was promoted to be general agent of the passenger department of the same line with headquarters at Waco, Texas. In August, 1884, the climate of Texas not agreeing with him he came North to become Eastern Passenger Agent of the Lake Erie & Western Railroad with headquarters at Cleveland, O. On February 1st, 1885, his headquarters were moved to Buffalo, N. Y., but on the 15th of the same month, he was offered the position of District Passenger and Land Agent of the Northern Pacific with headquarters at Des Moines, Iowa. In 1889 he was transferred to Detroit, Mich., at his own request, where he has remained up to date in the employ of the Northern Pacific Railroad Company, in charge of the state and all lines north of the Lake Shore & Michigan Southern R. R.

Mr. Oscar Vanderbilt, traveling passenger agent at Des Moines, Ia., has a wide territory in Iowa, Nebraska and Kansas. He entered the service in 1871 as a messenger boy under Col. Hooker at San Francisco with the Rock Island and has occupied many positions of trust in the railroad service. He was city ticket agent of the Rock Island at Chicago for several years and has been with the Northern Pacific continuously since 1888 and before that from the completion of the road until 1886. He is a popular gentleman and a hustler in the fullest sense of the word.

T. K. Stateler, general agent at San Francisco, shares Jack Rogers the fatal gift of beauty, but it doesn't prevent him from being a first-class passenger man. He has been with the Northern Pacific since March, 1878, and has covered most of the Western States for his company.

Other representatives whose sketches we are not able to give, owing to the difficulty of getting them parties to commit themselves on so delicate a subject, are: C. E. Bray, in charge of the New England territory with headquarters at Boston; W. G. Mason, Buffalo, N. Y.; D. W. Janowitz, Indianapolis, Ind.; J. J.

Ferry, Cincinnati, O.; Thos. L. Shortwell, St. Louis, Mo.; T. S. Patty, Chattanooga, Tenn.; F. O'Neil, Portland, Ore.; W. N. Mears, Tacoma, Wash.; Thomas Henry, Montreal. It may be safely said of them that the interests of the Northern Pacific are safe in their hands.

With this brief description of the passenger department of the great Yellowstone Route we are not able to do justice to the subject, but the gentlemen can all speak better for themselves in their line of business than the most glowing eulogy from us. The Northern Pacific is fortunate in the selection of its passenger men and the ticket agents are also fortunate in being able to deal with men of their class, and with a company which has always shown itself liberal and upright in its dealings.

The Executive Committee of the I. A. T. A. met at the Grand Pacific Hotel, Chicago, on the 12th instant. There were present: Mr. H. E. Day, president, of Gainesville, Fla., accompanied by Mrs. Day and son; Mr. C. G. Cadwallader, secretary; Mr. T. W. Venemann, treasurer, accompanied by his wife and two daughters; Mr. W. B. Conard, vice-president; Mr. C. G. Wintersmith and daughter; Mr. J. A. Dart, S. H. Palmer, W. F. Hambricht and Thos. H. Morley. The gentlemen and their ladies improved the opportunity to take in the great World's Fair, Mr. Day and Mr. Venemann expecting to make several weeks' stay at the White City, being quartered at The Philadelphia, on Monroe avenue, near Washington and Jackson Parks.

### A Timely Lyric.

I put aside the world and pride full many years ago.  
For all the strife of earthly life but ends in futile show.  
Presumptuous man's weak aims and plans aren't  
worth a copper penny;  
So, wisely, I have ceased to sigh or trouble after any.

I do not care to know from where the Protoplasm  
came;  
I never smoke, or drink, or joke, or play a little game;  
I do not yearn at all to learn the riddle of the Sphinx;  
I do not crave acquaintance with the missing link or links.

I don't expect to tri-dissect an inoffensive arc;  
I wouldn't change a circle's range to make an angled  
mark;  
I'm not inquisitive about the Aurora Borealis;  
I wouldn't seek a single week to find the Holy  
Chalice.

I do not care a buttered hair who wore the Iron Mask;  
Who punished William Patterson I've never deigned  
to ask;  
Who wrote the Junius Letters doesn't bother me a  
particle;  
On the Silver Coinage question I haven't read an  
article.

In all things I can crucify the flesh and quell its fire;  
And yet, my whole sad, earnest soul is fraught with  
one desire—  
One wild unrest disturbs my breast and sets my heart  
a-thrumming—  
For, Oh! by jove! I want to know—What Time the  
Flyer's Coming!

—By Moses Ferris Wheeler.





PRESIDENT . . . . .	A. M. NORTH . . . . .	NEW CASTLE, PA
1st VICE-PRESIDENT . . . . .	F. O. BECKER . . . . .	GALVESTON, TEX
2d VICE-PRESIDENT . . . . .	A. R. HANCOCK . . . . .	BALTIMORE, MD
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4th VICE-PRESIDENT . . . . .	C. T. VARDLAW . . . . .	ELLIOT, ILL
SECRETARY AND TREASURER . . . . .	R. W. WRIGHT . . . . .	CLEVELAND, O

### How to Join the R. A. A.

READERS of THE STATION AGENT who are not members of the Railway Agents' Association can make no better beginning of the new year than by joining this representative of the traffic earners of the railroad service. The platform of the R. A. A. will certainly commend itself to every agent. We quote from the constitution:

#### ARTICLE III.

"The Association shall seek to attain these objects, by the details of organization as hereinafter described, by correspondence and personal intercourse between members individually and through the columns of an official organ, by holding conventions of the Grand and State Divisions, by inviting the co-operation of railway officials, by not resorting to strikes as a means of settling differences between railway companies and employees, and by preventing as far as possible, teaching of students the art of telegraphy or station work of any kind, except to regular paid employees of the railway companies."

The objects and policy of the association are given in a pamphlet issued by the Grand Division and are as follows:

The Railway Agents' Association is an organization of traffic representatives of the railway service. It embraces in its ranks Agents of all classes, Bonded Cashiers and Chief Clerks. Its objects are as follows:

To increase the efficiency of the vast army of Agents.

To combat the hostile sentiment against railway interest in the public mind in many communities.

To impress upon railway managers the necessity of bringing the Agents under the direct control of the traffic department as far as possible.

To practically demonstrate the fact that the Freight and Ticket Agents, as the revenue earners of the railway service, are, or should be, the best and most intelligent class of men in the employ of the companies, and that the financial prosperity of a road depends on their efficiency, and thus to make agency work the best paid branch of the service.

To establish and operate a Guarantee Company.

To conduct an Employment Bureau for the benefit of our members.

To prevent the indiscriminate teaching of "students" in railroad telegraph offices.

To educate our members through our official paper and by meetings to a better understanding and appreciation of their duties as agents and railway employees.

To prove that the agents are above the necessity of resorting to the methods of radical labor organizations in the association representing their branch of the service.

It is taken for granted that every railroad man into whose hands this pamphlet may fall, and who is eligible for membership, has convinced himself that he ought to be a member of the Railway Agents' Association. The next question is, How shall I join and what is it necessary for me to do? These are inquiries that are easily answered. On this page will be found an application blank which should be filled out and sent to the Grand Secretary, R. W. Wright, 45 Sheriff street, Cleveland, O. The amount of the initiation fee is \$3, and the dues \$5 per year, or 42 cents per month, payable in advance. Dues may be paid either annually or semi-annually in advance. That is, a member may remit for the entire year or for six months. For instance, if application is



made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause.

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

### The Agent in Politics.

[Communicated.]

THE problem "How best to secure a readjustment and increase of agents' salaries" is one that should engage our most earnest attention, and is similar to one that is absorbing the deepest thought of the major portion of our American people.

While it is an undeniable fact that agent's salaries are as a whole far too low, it is equally indisputable that nine-tenths of the wage earners of our country are confronted by the same grim condition of affairs. As it is a condition and not a theory with which we have to deal, we should treat it as a condition. It is, or should be, clear to all that a condition is simply an effect, and the commonest kind of common sense teaches that every effect must have had its preceding cause or causes. Now, our effect is low wages, and he must be dull indeed who does not comprehend that the immediate cause of these low wages is a forced and unnatural competition in the labor market. Our million tramps and several million semi-employed thoroughly attest the truth of this statement, and while present conditions exist it is folly to argue otherwise. The station agent can no more escape this cruel competition than can the laborer with pick and shovel; and as they are both ground down with the same millstone, their interests are one and inseparable.

Now, if we will use our reasoning powers a little we will discover that this forced and unnatural competition in the labor market is only another effect, and must have had its preceding cause. Specialists (cranks) in political economy tell us—and past events bear out their statement—that this effect was caused by the unwarranted, vicious and criminal (although sometimes dubbed legal) contraction of our country's currency. Now, you will say I am getting into politics, and right you are. Politics carried us into these dire straits, and I simply propose to ride out on the same steed. Beginning with the devilish exception clause on the greenback, followed by the no less diabolical credit strengthening act, and not even ending with Satan's own plot to demonetize silver, it has been the untiring aim of organized capital, for upward of thirty years, to curtail our circulating medium for their own selfish interests and at the expense of all wealth producers and wage earners.

## RAILWAY AGENTS' ASSOCIATION. APPLICATION FOR MEMBERSHIP.

To Officers and Members of . . . . . Division:  
Having received a favorable impression of the Railway Agents' Association, and being eligible to membership therein, I hereby apply for membership, under the jurisdiction of your division, and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of said Association. I am at present employed by the . . . . . in the capacity of  
Company at . . . . .

Enclosed Fees, . . . . . \$ . . . . .	Name . . . . .
Dues, . . . . .	Post Office . . . . .
Total, . . . . .	State . . . . .

We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.



This contraction of the currency has ruined new and broken down or crippled honest enterprises by the hundreds of thousands, and every time it has accomplished one of these acts, it has diminished the opportunity for securing employment and at the same time made an addition to the ever-swelling army of wage workers, thus increasing competition in the labor market from two directions. This has gone on until the struggle has become simply appalling and all but unbearable. Notwithstanding all these dire effects directly traceable to contraction, the order from Wall street is still, cut down the money volume. They say, "We want an honest dollar," and lie when they say it. An appreciated dollar is no more an honest dollar than is a forty inch yard stick an honest measure.

The station agent can no more escape his share of responsibility in the impending crisis than he has escaped being drawn into the outrageous competition in the labor market. He may, it is true, shirk this responsibility, but his use of the talent given him will be inquired into as inevitably as the rising of the sun. God and Nature never forget to register. He can't dodge competition however. He must share with all wage earners in common, when it comes to that—even though he *does* stand near the front ranks in amount of salary received, as it is susceptible of the easiest proof that he does suffer in lack of remuneration for honest labor in common with all other branches of labor and from the very same causes, it at once becomes clear that whatever will benefit all will benefit him, and that neither he, nor any other branch of wage earning labor, can secure any decided and lasting increase in wages unless labor in general receives a similar benefit. In these respects, if no other, wage earners are indeed a brotherhood.

As it cannot be gainsaid that politics has been the steed that has borne us into this struggle for the means of sustaining life, politics can, should and must carry us out. Now, my plan for securing an advance in agent's salaries is, "Go into politics. Not as an organization, but every man put his shoulder to wheel. The time is ripe for such an action and the forces for it already marshalled in the field. All that is needed is a few earnest, fearless leaders to lead them. The independent voter was never so numerous, active, nor so well versed in statescraft as to-day. In fact, he has just about formed a new party, which is now preparing to "mop up the earth" with the remaining old party, now just entering on what its true friends and upholders assert will

prove a short lease of power. You may say you don't have much faith in this new party, but if you will make a little comparison of the popular vote cast for Cleveland and Harrison in '88 and '92 and of the vote cast for neither of them in the same years, I think you will find that the independent voter was there and had lots of good company in the latter year. Past experience has taught us the utter folly of attempting any reform with an old party, hence the necessity for a new one. This is based on the same principle as the necessity for changing managements of railways to secure certain reforms or ends. The chief aim of this embryo party is to increase our volume of currency to a sufficient extent to transact the business of this great nation in a business-like manner; to make every dollar a full legal tender for all debts, public and private, and to take the control of issuing or retiring any portion of it out of the hands of private individuals or corporations forever. They also advance a plan for getting and keeping this increased volume of currency in circulation among the people, and invite a discussion of its merits and the suggestion of a better plan, if anyone has it to offer. They insist also on the establishment of a system of real national banks, to take the place of the so-called banks now doing business. It has been clearly demonstrated that such a course will work no wrong to anyone and no inconvenience to any, except to these money changers, whose predecessors Christ drove out of the temple some 1800 odd years ago, and they have so long preyed upon civilization that it is time they suffered some little inconvenience. Indeed, why should we in free America tolerate a custom with regard to taking usury, which was so oppressive as to be prohibited in the original Mosaic laws?

A secondary aim of this new party is the government ownership (by purchase) and operation of all railroad and telegraph lines. Now, don't all jump on me at once. This idea has gotten into politics, has come to stay, and stay it will until properly settled; and whether we like the proposition or not, we will very soon have to consider it. You can't laugh it down nor ridicule it to the rear. The men advocating this idea are not all fools, nor hayseeds either, for that matter. Neither are its advocates all in this now formative party. On the contrary, it has its Democratic exponents by the thousand, while the Republican party (or the thinking portion of it) is trying to make one last grand rally on this ground. Again I say, you can't laugh it down nor ridicule it to the rear. You may, by reason, direct



it into other channels, but attempt to dam it up and it will yet burst asunder your lilliputian obstructions as couldn't a Johnstown flood. We may well say our organization does not require a strike cause to make its demands or censures felt. The independent voter has learned a similar lesson, and more thoroughly, concerning his ballot. He is ready to reason the matter and take the course demonstrated to be right; however, he is in no humor to be sat down upon, and pity the fellow who attempts it. Our organization can do much for the benefit of the station agents by securing the placing of our branch of the railway service directly under the traffic department and by getting the guarantee company to work, but I must maintain that to secure any satisfactory and lasting increase in salaries we must first get our unemployed and semi-employed millions to work at steady employment with good wages; and I, for one, firmly believe they are as much entitled to these blessings as is the station agent. Once properly rid of these factors to low wages, we will have reduced competition in the labor market to a minimum and will be in a position to make successful demands for increased pay. To secure such an end we must enable wage payers to employ men as they did when money was plenty and cheap and give them the ability, through increased business, to pay good wages. This will in no way injure our employers, but, on the contrary, will work to their interests, in that it will give them a greatly increased business at more stable rates than now enjoyed.

The plan which I have here attempted to elucidate will, I contend, bring the question of increasing the agent's salaries to the attention of the railway managers as none other can, and with a force which they will be glad to respect. Other branches of wage earning labor are alive to this question, and shall the station agent, who prides himself on his intellectuality, be the last to awaken to its importance and possibilities? I really hope not.

E. N. SIMONS.

Carthage, Mo.

We were sorry our time and the World's Fair attractions prevented a more general canvass and social moment with the railroaders at Chicago. In the near future we hope to meet them all, and would like to hear from them personally, each and every one.

You can secure just as advantageous rates via the Nickel Plate as via any other route.

## OUR LEGAL DEPARTMENT.

### IMPORTANT DECISIONS AFFECTING RAILROAD INTERESTS.

**INJURY TO EMPLOYEE — INCOMPETENT FIREMAN RUNNING ENGINE.**—The inexperience and consequent incompetency of a fireman to properly handle and run a locomotive will not subject the railroad company to an action for a personal injury resulting therefrom to another employee who, knowing of the inexperience of the fireman, made no objection to serve with him in passing over a switch and entering a siding for the purpose of connecting the locomotive with cars standing thereon. As the plaintiff admitted in his testimony on the stand that he knew of the fireman's inexperience, this put that ground of the action out of the case, and the court should not have submitted it to the jury as a possible basis of recovery.—[Sup. Ct. Ga. Richmond & Danville R. Co. vs. Worley, not yet reported.]

**PASSENGER GOING ON ENGINE — NEGLIGENCE.**—A passenger who leaves his proper position in the car and takes a place on the engine without being assigned to such place by any person authorized, is guilty of negligence which will prevent his recovery for injuries to which such negligence proximately contributes, unless they are caused by the wanton or intentional negligence or misconduct of the railroad company or its servants, or such reckless misconduct as is the equivalent thereof.—[Sup. Ct. Ala. Brown vs. Scarboro. 12 So. Rep. 289.]

**DUTY OF AN EMPLOYEE ENGAGED IN A COMPLEX BUSINESS.**—It is part of an employer's personal duty to direct the work he has in hand, and where it is complex, to provide and enforce reasonable and necessary regulations of the labor engaged therein. Thus the want of a reasonably sufficient "system" for carrying on a large enterprise, or of needful rules for its management, has been held to form a basis for liability where injury to one servant, by the act of his fellow, resulted from such negligent omission of duty by the employer. And an employer's function of directing a large enterprise must, of necessity, be intrusted, as to many details, to subordinate employees. In exerting that function they perform his part, and for their action (within the scope of that delegated authority, and as to those placed under their orders) he is responsible, whether the superintending employee has or has not power to hire and dis-



charge, and whatever may be the title by which he is designated. *Foster vs. Missouri Pac. Ry. Co.*, Supreme Court of Missouri. 21 S. W. Rep. 916.

**VALIDITY OF ASSIGNMENTS OF WAGES.**—An assignment of wages to be earned is good if accepted, and if at the time it is made there is an existing engagement or employment by virtue of which wages are being, and in future may reasonably be expected to be earned, even though there is no contract or fixed time of employment. And in the case of a contract for work or labor an assignment of the fruits of it may be good through the labor to be performed under it has not yet been commenced. But an assignment of wages expected to be earned in the future, and not based upon an existing contract, engagement or employment is void. *Metcalf vs. Kincaid*, Supreme Court of Iowa, 54 N. W., Rep. 867.

**PRINCIPLES WHICH SHOULD GOVERN THE RATING OF LARGE AND SMALL SHIPMENTS.**—When an article moves in sufficient volume and the demand of commerce will be better served, it is reasonable to give a lower classification or rating for carloads than that which is applied to less than carload quantities, but the difference in such classification should not be so wide as to be destructive to competition between large and small dealers. The justice of the claim for a lower rating on carload lots can only be determined upon the facts in each case. Decision of the Interstate Commerce Commission in *Brownell vs. Columbus & C. M. R. Co.*

**A MASTER'S LIABILITY CEASES WITH PROVIDING A SAFE PLACE FOR WORK.**—If a master provides a safe place for work it is the duty of a servant by attention to details of arrangement and execution, to guard it against insecurity; and if a servant be injured by neglect of such details, no matter by whom, the negligence is that of a fellow servant, for which the master cannot be held liable. *Geoghegan vs. Atlas Steamship Co.*, Court of Common Pleas of New York City, 22 N. Y. Sup. 749.

**CARE AS TO INFIRM PASSENGERS—FAILURE OF CONDUCTOR TO PUT OFF AT DESTINATION—KNOWLEDGE OF PASSENGER'S CONDITION.**—Both, the conductor and the ticket agent were informed of the passenger's illness, and the necessity of his having assistance when he should arrive at his destination. The conductor however failed to have him aroused and put off there, but carried him beyond and put him off alone at a small station in the middle of the night. The passenger was compelled to remain there forty hours before being

returned to his destination, and his illness was aggravated so that he died. The company was held liable.—[Supreme Court of Minnesota, *Weightman vs. Louisville, New Orleans & C. R. Co.*, 8 Notes of Cases 47.

**CONTRIBUTORY NEGLIGENCE.**—After a passenger has boarded an outgoing train he returned to the station without notifying the train men. As the train was starting he ran from the station to catch it, without looking or heeding the warning of persons on the platform, and was killed while crossing the track in front of an approaching train. The court held that his contributory negligence precluded a recovery for his death.

**DUTY OF RAILROAD EMPLOYEES TO PROTECT PASSENGERS FROM VIOLENCE.**—Two cases involving the duty of carrier to passengers were recently decided. In the Indiana case, the plaintiff, while lawfully a passenger on defendant's train, was assaulted by fellow passengers, encouraged by defendant's brakeman. The conductor, although having good reason to apprehend trouble, made no serious effort to prevent the attack. The state appellate court held that the evidence sustained a verdict for plaintiff and that the rule is established that it is the duty of carriers to protect their passengers from violence, even of their fellow passengers, where this can be accomplished by the exercise of proper care.

In the Pennsylvania case, the plaintiff was the victim of an act of rudeness. Just as she letting herself down from the lowest step to the platform an impatient man thought he saw an opportunity to reach the interior of the car, and stepped up beside her just at the instant when a "jostle" would disturb her poise and lead her to fall. Without intending harm he inflicted it. It is not easy to see how defendant could have prevented the accident by any system less comprehensive than one which should require it to escort every incoming passenger from the interior of the car to a place of safety outside its grounds, and every outgoing passenger from its waiting rooms to a seat inside the train. Neither the common law nor the statutes of this state have imposed such a duty on the carrier, and a jury should not be allowed to do it. The court said, however, that protection against violence from drunken, disorderly persons upon its train is the duty of the carrier. This duty doubtless extends to passengers waiting for trains in the rooms provided for them at railroad stations.

World's Fair tickets now on sale by Nickel Plate agents.



## THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Railway Service in General.

### OFFICIAL ORGAN

*The International Association of Ticket Agents.*

*The Railway Agents' Association.*

*The American Railroad Clerks' Association.*

*The New England Railroad Agents' Association.*

Entered at the post office at Cleveland, O., as second-class matter.

CLEVELAND, O.

THE CLARK-BRITTON & WRIGHT CO., PUBLISHERS,  
45-49 Sheriff Street.

R. W. WRIGHT, EDITOR,	Cleveland, O.
M. G. CARREL, MANAGER,	Cleveland, O.
GEO. A. ROUND, ASSOCIATE EDITOR,	Waltham, Mass.
C. S. BRITTON, PRESIDENT,	Cleveland, O.
C. R. CLARK, SEC'Y & TREAS.,	Cleveland, O.

ANNUAL SUBSCRIPTION, (Strictly in Advance,)	\$2.00
SINGLE COPIES,	.20

Advertising Rates will be made known upon application.

VOL. IX. JULY, 1893. No. 5

Remittances may be made by Draft, Postoffice or Express Money Order, Postal Note, or Registered Letter, and should be made payable to the order of THE CLARK-BRITTON & WRIGHT CO. Currency, unless registered, at sender's risk.

Advertising forms close on the 25th of the preceding month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

### THE I. A. T. A. CHANGE.

Elsewhere we announce the decision of the Executive Committee of the I. A. T. A. to publish an official organ of their own independent of THE STATION AGENT. While we feel that the action of the committee was not in line with the wishes of the convention expressed at Denver, authorizing "the Executive Committee to contract with THE STATION AGENT as the only official organ," and that this action at Chicago will not be endorsed by the membership generally throughout the country, and is more the outgrowth of personal ambition in the ranks of the committee than the desire of the membership, yet we wish the new venture every success, and will, in the future as in the past, have an interest in the success of an association which we were ourselves largely instrumental in establishing, and which we carried through its dark morning to a phenomenal growth by a large outlay

of time and at much expense. Still we feel assured that so far as THE STATION AGENT subscription list is concerned, we shall still retain a large percentage of the I. A. T. A. membership, as we already do of ex-members of that association.

M. G. CARREL, Manager.

We are in receipt of "Rules and Regulations Governing Freight Tariff," by Alfred L. Fraser, of the general freight department of the N. Y. C. & H. R. R. New York City.

This compendium of laws, rules and usages governing the receiving, handling, forwarding and accounting for freight and the "thousand and one" details incident thereto, is given in a most comprehensive manner, and so arranged and indexed as to be most handy as a reference book for any person engaged in or interested in shipping by rail.

A circular giving its contents and the opinions of the press and railroad men, or the book itself, can be had by addressing as above.

### INTERSTATE AND STATE LAWS.

Railway official, judges, lawyers, civilians and railway commissioners unite in confessing the far-reaching benefits of the enactments governing transportation lines. At the same time all acknowledge the imperfections and apparent injustice in certain details, and application in certain emergencies, as well as the neglect or impossibility of proper enforcement. Excellent enactments of various states, as well as portions of the national act, seem dead letter laws upon the statutes. The powers provided to enforce the law are inadequate, while public sentiment and personal and corporate interests are too strong in opposition. The Interstate commissioners have dealt leniently, and withal justly, in cases of violations, and rather erred on the side of expediency, with fair warning for future infringements. It seems to be the desire of the Interstate commissioners to give broad scope to the application of the enactment, and thus perfect it in every detail.

From the reports of the commissioners, both Interstate and State, which are wondrous in their perfection of detail and statistical information, it would seem that their labors so far had been more on the line of a policy to prove rather than to enforce the provisions. State legislators frame their enactments and empower their commissioners without due regard to that unity of strength which is the fundamental principle of this government. Upon lines of past experience looking toward perfection, our lawmakers should give the



commissioners of their various states power to work in harmony with the Interstate officials. Railway officials should be privileged in all cases to have audience, and present their grievances under the law, to a board of commissioners having authority to decide and power to enforce proper legislation covering the entire territory over which any railroad may pass, as well as territory tributary thereto, and affecting the interests in question.

Conditions are not changeable on the instant. Justice and equity are in a large sense impossibilities in fact, and majority rule may not be the most intelligent, although it is conceded to be the most equitable. It has been demonstrated that railway officials and their methods and systems are at the front of intelligence, advancement and patriotism, and we feel that they would in no way oppose nor retard any movement toward perfection of uniformity in laws, even had they the power.

We would suggest a congress of railway commissioners, legislative committeemen—state and national,—and railway presidents or managers, during this great World's Fair year, to discuss these matters, and hasten that time

"When the common sense of most  
Shall keep a fretful realm in awe,  
And the kindly earth shall slumber,  
Lapt in universal law." G.

#### THE NEED OF THE HOUR.

In a recent issue we published a very able address by Mr. Geo. H. Heafford, delivered at the Convention of the American Association of General Passenger and Ticket Agents, March 14th, 1893. Mr. Heafford struck the key note of the hour, the necessity of harmonious working of every department, and every wheel in the great mechanism of railways.

THE STATION AGENT, voicing the interests of the railway fraternity, from president to the humblest laborer, sees in these conventions of the various departments the great good accruing therefrom, and would advocate a convention of representatives of every department. Putting aside the dignity of officer and the reticence of subordinate, let all meet upon the level of true men with earnest desire for harmonious work and progress. While the railway journals contribute to this end, there is nothing that broadens men so much as the grasp of hands in friendship, and as men who, laying aside the trappings of authority, the sword of combat and the cloak of servitude, discuss unfettered the needs, the necessities and the errors of the hour, unfurl the flag of

truce and ascertain if there are not better ways to attain desired ends. The great Garfield said "There is no man so humble but he can impart some grain of knowledge to his fellow-man." G.

#### The Transportation Exhibit.

THE display inside the Transportation Building at the Columbian Exposition is bewildering in its range and variety. The whole history of transportation, from birch-bark canoes to steamships, and from pack horses to palace cars, is unfolded in a manner never to be forgotten. Looking down from the galleries upon the acres and acres of exhibits, one sees a monster black steam hammer for forging armor plates which towers above the second story, a row of famous locomotives facing out from the annex like a herd of elephants, a full section of a colossal ocean steamship, and scattered about here and there, thousands of objects that tell the story of how man has gradually annihilated space.

The invention and development of the locomotive and railway system is the nineteenth century wonder. Less than sixty-eight years since the first passenger railway ran its first crude train. Now the great civilizer has penetrated every country. About ten acres of ground floor space are devoted exclusively to exhibits pertaining to railway construction, equipment, operation, management and development. Sixty four modern locomotives of all types and sizes from the two one-hundred ton Decapod engines which stand on the pedestals between the Administration Building and the railway station to the five ton logging locomotives for use in the forests of Michigan. All the leading makers exhibit one or more modern locomotives, some being raised from the rails and showing the machinery in operation by compressed air. Besides these there are a score or more of magnificently equipped coaches and thirty-five freight cars, embracing every variety, by the leading builders in the country. Among the other attractions are two Leslie rotary snow plows, a centrifugal snow excavator and a Russell snow plow, fourteen steam shovels and a locomotive traveling crane, a light and heat tender of the Chicago, Milwaukee & St. Paul railroad, and the dynamometer of the Chicago, Burlington & Quincy road. All this represents steam transportation as it is now, but the most fascinating part of the railway show—more so even than the mighty engines and the solid mahogany train from Canada—is the display of relics, models,



old engines and cars and specimens of the quaint roadways of earlier days. It is the first time that such a work has been undertaken and Mr. T. Hackworth, of the railway department, has gathered a complete historical collection. For instance, the Baltimore & Ohio railroad has for more than a year past been making extensive preparations for its historical exhibit, which includes about thirty full size wooden models of the earliest locomotives built in this country and in England, with samples of original tracks. Three of the Grasshopper type of engine, the old locomotives "Samson" and "Albion," built in England and shipped to Nova Scotia in 1838, and other specimens of the very early locomotives are among the attractions. The models are all to be shown with machinery in operation. That is one of the delightful things about the section.

Now comes the Chicago & Northwestern railway with the "Pioneer," built in 1835 by Baldwin Locomotive Works, the fourth engine built by that firm. The Pioneer came to Chicago in 1848 and was the first locomotive to penetrate so far west. This engine ran on the old Galena road, now a portion of the Chicago & Northwestern system, and it actually steamed into the Exposition grounds a few weeks ago. A little further on the Old Colony railroad exhibit their first engine, the "Daniel Nason," and the first coach that ran between Boston and Providence, and these, by way of contrast, stand alongside of the latest Old Colony engine and coach. One of the most famous objects in the neighborhood is the seven-foot gauge locomotive "Lord of the Isles," belonging to the Great Western railway of England, originally shown at the first great exposition in 1851 in London. It ran until 1882, when the change to the standard gauge laid her up. She was one of a class of engines designed by Brunell for high speed between London and Bristol, and has made seventy-five miles an hour. Engineers will look at this giant with affection. The London & Northwestern show Trevithick's engine of 1802 and the "Rocket" of 1829 in full-sized wooden models. An opportunity is here offered for comparison, as the Baltimore & Ohio exhibit models of the same engine. Here the New York Central Company shows the original "De Witt Clinton" on the strap rails of 1833 and there the Illinois Central Company shows the "Mississippi," built in England in 1836 for the Natchez & Mississippi, now a portion of the Illinois Central railroad. The Nashville, Chattanooga & St. Louis exhibit the his-

toric engine, "General," captured by the Andrews raiders on the Western & Atlantic railroad in 1862.

#### THE MARINE EXHIBIT.

In no previous marine exhibit has the question of transportation on water ever been treated as a subject, but in this department is shown not only the triumphs of naval architecture, as illustrated by the modern ocean greyhound and battle ship, but also strange and curious craft from semi-civilized and barbarous tribes, showing how they solved problems of transportation by taking advantage of the materials on hand, whether of bark or logs of wood or skins of animals. There is a complete exhibit from Alaska and the Aleutian Islands, consisting of two hatch *bydarks*, with complete hunting outfits, and from the sea coast of Norton Sound a hatch *bydarka*, with the full outfit used in both hunting and fishing; birch bark canoes from the Upper Yukon River; sleds, dogs' harness and all that goes with them. The Hudson Bay country shows all the methods of water transportation known in that country. From Southwest Alaska or Queen Charlotte's Island are a *tingit* canoe and a large dugout and *haida* canoe. From Australia comes an interesting canoe made from a single sheet of what is commonly known as the gum-topped iron bark or mountain ash (*Eucalyptus Sieberiana*), the ends being tied up. China is represented by models of every boat used on Chinese waters, both sea coast and inland. These boats, although the architecture seems to be grotesque, have many peculiar points, such as the movable rudder and the fashion of attaching the sheet to the sail, making it possible to draw the surface very flat. A catamaran is shown that has carried the mail between Ceylon for a number of years, as well as one of the celebrated outrigger canoes. Mediterranean craft are represented by the Turkish *caïque*; *daigsa*, of Malta; gondolas, of Venice, and peculiar lateen boats, as well as the *chizzoto* and the *bragozqio* of the Adriatic. And there are peculiar canoes from the west coast of Africa as well as the *bimba*, a curious development of the catamaran, which is used in the interior waters. From South America comes the *Jangada*, a large balsa shaped boat used in the vicinity of Pernambuco; a war canoe from the Amazon; the *cascarra*, made from a single piece of bark and entirely unlike all birch bark canoes, from the Orinoco. There are also slender and swift dugouts from the same locality; balsas from Lake Titicaca, made of straw and bound together by wisps—the only method of water



conveyance known to the people of that region. Here you find bungos, curious shaped canoes from the Isthmus of Panama, and many others quite as interesting.

Of course the North American Indian and his birch bark canoe are features not only in this building, but also in the south pond, with the Indian himself paddling.

Great Britain's principal ship building firms have sent a magnificent collection of models of all kinds. The period of iron ship building is well represented, both in the models of passenger and freight steamers as well as in the collection of British men-of-war. Unfortunately the period after the restoration of Charles II. and through the Napoleonic wars is not included, for with models of the great three-decked sailing battleships which were for so many years England's bulwark of strength, the history of the navy would be reasonably complete. At the same time Spain sends the treasures of the Royal Museum and the models of the Invincible Armada, so that the ships of the time of the famous battle will be shown. The Thames Iron Works and Ship Building Company trace the development of the ironclad in the British navy by means of models. The Warrior was the first war vessel built of iron. She was 380 feet long and was protected with  $4\frac{1}{2}$  inches of armor, which was sufficient in 1860 to resist a 68-pound solid shot, the maximum of that day. Her ends were unprotected and consequently her steering gear was much exposed. The Minotaur represented the next ship of the warrior size, fully rigged and armored. The Benbow, 10,600 tons displacement, 7,500 horse power, draught of water, 28; speed, 14 knots; 18 inches of armor; armed with 10-ton guns, 10 6-inch, 5-ton, 15 quick-firing guns. Then come the Grafton, a first-class steel cruiser, 7,350 tons, 12 horse power, 360 feet long, armament nine 2-inch, 22-ton breech-loading rifles, ten 6-inch quick-firing guns, twelve 6-pounder quick-firing guns, four 3-pounder quick-firing guns, speed 19 knots; Sans Pareil, armored ship, 10,470 tons displacement, indicated horse power 14,000, draught of water 29 feet, speed 17 knots, armament largest guns, two 11-ton breech-loading rifles. And so on through the list.

In the merchant marine section the Cunard Steamship Company shows models of the Umbria, Etruria (8,000 tons), and the new ships built and engined in 1892, while the royal mail service between England and South Africa is shown by Donald, Currie & Co. The Laird Brothers, of Birkenhead, exhibit a collection of models and pictures illustrating the progress of iron shipbuilding from 1834 to the present time—paddle steamers, screw steamers, and a full line of models.

A striking feature has been furnished by the International Navigation Company, which built on the main court a section of one of their new steamers. Imagine the longitudinal and transverse section of a ship abaft the smokestack 69 feet long and 38.6 in beam. The interior fittings, furnishings, and decoration will be the same as used on the magnificent steamers on that line. This is the most interesting exhibit, showing fully the facilities of these vessels for the comfort of ocean travel.

#### WHEELED VEHICLES OF EVERY KIND.

But if railways and ships are interesting, what is to be said of the wheeled vehicles? The floor space occupied by this division embraces 130,000 square feet, and it is all fitted up with wood carpet in white oak strips, laid out in handsome patterns and finished in oil. Each space is surrounded with handsome ornamental brass railing and posts. This exhibit occupies the entire north end of the main building and the annex and about one-half of the north gallery in the main building. On the first floor are exhibited carriages, wagons, and vehicles of every description. In the gallery are displayed bicycles, carriage and wagon hardware and saddlery goods. There is a historical array of vehicles, saddlery goods, and bicycles. An effort has been made to show the evolution of these industries from their primitive origins down to the present time. For this purpose a large collection has been made by Chief Smith in foreign lands, from the ancient chariot that antedates Christ to the latest thing out.

In modern carriages there is everything, from a baby carriage up to the finest carriage that has been built. Some of these vehicles cost \$10,000 each, and are really works of art. Foreign countries contribute to this division, France having sent fifty carriages from her best builders. Austria sent eighteen carriages from six of her best manufactures. England and Germany also make large exhibits, so that the industry of both continents is well represented. In the foreign collection of historical exhibits from London is a Lord Mayor's state coach, a drag that belonged to the Prince of Wales, and an old chariot. A sedan chair from Colombia stands beside one from Turkey, and near by are a jinrikisha from Japan, a carriage once owned by President Polk, and the coach of Daniel Webster, bought in 1808. In the saddlery department a display of saddles, bits, stirrups, and trappings of the sixteenth and seventeenth centuries, collected throughout Europe, including a pair of silver spurs taken from the feet of Sir Thomas Picton when he was killed in the battle of Waterloo. In the bicycle division there is presented an extraordinary display. The fittings alone cost more than \$100,000, and some of the pavilions cost exhibitors from \$10,000 to \$12,000 each. There is displayed in this exhibit not only the finest bicycle that has ever been produced up to the present time but bicycles representing wheels that date back to the first machine built, showing the complete evolution of the industry.

A new improved Passenger Service on the Nickel Plate Road.



## PERSONAL.

F. M. Snavelly, C. & N. W., T. P. A. of Cleveland, has been called to Chicago as a drawing card for his line.

Mr. J. M. Slapp, formerly ticket agent Colorado Midland at Cardiff, Colo., has removed to Renton, Washington.

We hope ere another month's issue goes to press to name our correspondent in Chicago, and to arrange in every city some willing worker in our cause.

Geo. A. Coe, for years employed as train dispatcher L. S. & M. S. R'y at Elkhart, Toledo, Youngstown, etc., is now superintendent of a division of the Erie. Mr. Coe is located at Chicago.

Charlie A. Cairns, at one time chief clerk of the Bee Line at Cleveland, and later A. G. P. A. of the C. K. C. & St. P. R'y, Chicago, is now chief clerk of the G. P. A., C. & N. W. R'y, at Chicago.

"Brother Israel" of the I. C. has been "drawn in" to the Chicago vortex of the World's Fair business, and stands in front of the office to attract business—at least that is all we saw him doing.

We were pleased to meet an old timer, Thos. Dorwin, formerly T. P. A. of the M. K. & T., and later of the Illinois Central railway. Mr. Dorwin is manufacturing an illuminum "World's Fair Souvenir."

C. E. Stone, passenger agent N. P. at St. Paul, still holds his own in size, good nature and popularity, and as he welcomed the boys as president of the Twin City Association, he will welcome them again as individuals.

We had a few moments interview with an old friend, F. W. Buskirk, A. G. P. A. of the Erie, located at Chicago, formerly district agent of the Pennsylvania company at Cincinnati. A member of the Florida excursion I. A. T. A.

We found congenial traveling companions between Chicago and St. Paul, and talked "rail-road" (with a story or two) with Messrs. H. E. Still, division freight agent of the N. P. at St. Paul, and Chas. E. Johnson, assistant passenger and ticket agent N. P. and W. C. lines, St. Paul.

People take the magazine to read the scientific articles or comments on current topics; a newspaper for the news of the day and personal mention. THE STATION AGENT desires to cover both these fields in condensed form, to instruct, interest and amuse.

Many of our readers will remember Mr. C. G. Lemmon, passenger agent of the Wisconsin Central, who labored as "a captain" on the Yellowstone excursion. We are pleased to report him "on deck" and still dealing "with a smile that is childlike and bland."

We were favored with a call from J. D. Welsh, general agent, and A. G. Shearman, traveling freight and passenger agent of the U. P. system, located at Cincinnati, O. Both are hale and hearty and looking out for any stray freight or passengers for the "Woolly West."

We had a very pleasant chat over the pleasant memories of the past with Mr. Chas. S. Fee, B. N. Austin and F. E. Rice at St. Paul, "Ye Yellowstone excursionists of the I. A. T. A.," I know, will be pleased to learn that these gentlemen are well and happy, jovial as of old, and time touches them gently.

Our old friend T. A. Switz, formerly private secretary of Mr. E. B. Thomas of the Bee Line, is now private secretary of the general manager of the Great Northern railway at St. Paul. Mr. Switz is delighted with the Great North and is assuming aldermanic proportions. St. Paul and he are growing together.

George Charlton, A. G. P. A. of the Chicago & Alton, and McClure, the genial hustler, are still "on the main track" and making the usual good time. We were confronted with the sign "No one allowed to talk with employees during office hours," but when we informed them that we supposed they owned the road, that settled it.

We met Mr. C. E. Case, formerly train dispatcher at Toledo, O., and at one time secretary of the Train Dispatchers' Association. Mr. Case is located at No. 2 43d street, Chicago, one door from the Illinois Central depot, and is doing a very prosperous cigar and news business, and will be pleased to see and hear from the old boys.

Taken all around as man and "boy" there is no general passenger agent more popular—and deservingly so—than J. C. Pond, G. P. A. of the Wis. Central. In the office he is "Mr. Pond," and he is a master of detail; outside he is "Jimmy Pond" and a jovial, genial gentleman, and delights in a good sociable visit with his friends and a large mixture of genuine fun.

F. O. Watson, assistant ticket agent M. & St. L. R'y at Minneapolis, Minn., will act as agent and special correspondent at St. Paul and Minneapolis for THE STATION AGENT. We



feel that our interests are in worthy hands there, and respectfully ask the co-operation of the fraternity. Send Mr. Watson any item, personal or otherwise, and he will dress it for its appearance in the next issue.

We shall be pleased to receive the call of the fraternity. "Come, let us commune together," if but for a moment; come loaded with something of interest for our readers, if nothing more than a smile—not a "damp smile." This reminds me of an index in a religious book, "How should one treat his pastor?" I presume the usual way; just say, "What will you have?" This, however, has no "illusion" to ye editor.

"Father" James Charleton, G. P. A. of the Chicago & Alton, "the Ticket Agents' Friend," was found by us at his desk, full of the labors of the day—dictating, consulting, revising—but with time for a few pleasant words. While time has touched his head with silver, it has stored it with treasures, and his heart is still young. From many a hamlet in this land chords of friendship and good will center in his personality with a wish for long life and prosperity.

During the four days, from July 1 to 4, the Pennsylvania Railroad carried over 115,000 people out of the city of Philadelphia, distributed as follows: Atlantic City, 9,982; Cape May, 2,376; Sea Isle City, 1,252; from the Broad Street Station, 101,510.

We beg to acknowledge the favor of E. A. Moseley, Esq., Secretary of the Interstate Commerce Commission, and his kind offer to furnish our readers something of interest occasionally.

We are promised, for the August issue, an article from the pen of Mr. C. P. Leland, Auditor of the L. S. & M. S. Ry.

## FREE FARMS IN CHEROKEE STRIP.

Write to D. WISHART, G. P. A., St. L. & S. F. R'y. St. Louis, Mo., for free copy of illustrated folder describing

### CHEROKEE STRIP,

and the Tonkawa, Pawnee and Kickapoo Reservations soon to be opened for settlement by the U. S. Government. Millions of acres in the finest agricultural country under the sun, waiting to be tickled by the husbandman's plowshare. This is almost the last chance to obtain one of Uncle Sam's free farms.

# Ripans Tabules

act gently but promptly upon the liver, stomach and intestines; cleanses the system effectually; cure dyspepsia, habitual constipation, offensive breath and headache. One TABLE taken at the first indication of indigestion, biliousness, dizziness, distress after eating or depression of spirits, will surely and quickly remove the whole difficulty.

Distress commonly comes on with slight symptoms, which when neglected increase in extent and gradually grow dangerous.

If you SUFFER FROM HEADACHE, DYSPEPSIA or INDIGESTION, . . .

TAKE

RIPANS TABULES

If you are BILIOUS, CONSTIPATED or have A DISORDERED LIVER, . . .

TAKE

RIPANS TABULES

If your COMPLEXION IS SALLOW, or you SUFFER DISTRESS AFTER EATING, . . .

TAKE

RIPANS TABULES

For OFFENSIVE BREATH and ALL DISORDERS OF THE STOMACH, . . .

TAKE

RIPANS TABULES

Ripans Tabules are prepared from a prescription widely used by the best physicians, and are presented in a form acceptable to the stomach.

An infallible cure if given a fair trial. Contain nothing injurious.

### ONE GIVES RELIEF.

Easy to Take, Quick to Act. Save many a Doctor's Bill.

SOLD AT

*The Euclid Avenue Pharmacy, Cleveland, O.,*

AND BY DRUGGISTS GENERALLY.



### Growth of the Nickel Plate Road.

IT was interesting to watch the recent evolution of the Nickel Plate from a purely local road to a through first class passenger line, and a gratifying example of efficiency to see trainmen who for so many years had handled freight trains, assume charge of fast passenger trains and make the runs on time.

Last May when the Nickel Plate's through service was inaugurated it had one train through from Buffalo to Chicago, carrying Wagner Sleeping cars, which was increased to three trains daily in each direction, and in addition to the Wagner service, which ran over the tracks of the West Shore into New York City, and to Boston via the Fitchburg, they inaugurated a through car arrangement with the Reading railroad by which a Pullman service from New York and Philadelphia went over the Nickel Plate tracks from Buffalo to the World's Fair City.

At the same time this extensive sleeping car service was inaugurated another very important improvement came, that was, the establishment of a superb dining car service, and the company also assumed supervision of the dining stations at Cleveland and Ft. Wayne, so that the standard of meals will hereafter be assured, and the best the markets can afford will always be found at the Nickel Plate eating houses.

The new Twelfth street passenger station at Chicago has been completed, and at this central location on Clark and Twelfth street all Nickel Plate trains arrive and depart.

After the opening for through business, one of the most important needs was immediately supplied, and a centrally located City Passenger Office was opened at 199 Clark street, Chicago.

### How's This!

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENEY & CO.,  
Props., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last fifteen years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by their firm.

WEST & TRUAX, Wholesale Druggists, Toledo, Ohio.

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### A Mountain of Statistics.

**W**E are in receipt of the annual report of the Secretary of Internal Affairs of the Commonwealth of Pennsylvania for the year ending June 30, 1892—Part IV. Railways, Canal, Navigation, Telegraph and Telephone Companies. It is a volume of over 900 pages. A mountain of statistics, a monument of perseverance and skill in collecting and arranging data in tabulated forms. It is wonderful what mountains the patient, persevering mind and hand of man can move. In these printed reports of state and interstate commissions the great railway interests of the nation are placed within the reach of every citizen. We do not pretend to say many citizens can find the time, in the whirl of business, to peruse from cover to cover these documents, and few give not even a passing thought to their worth, their magnitude, or the time and labor they represent. But **THE STATION AGENT** desires to raise its voice in praise of grand achievement and patient toil.

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Sends for Dr. Webb's Ladies' Appliance,  
And is Cured after seven Physicians have  
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Dr. G. F. Webb, Cleveland, Ohio.

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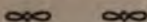
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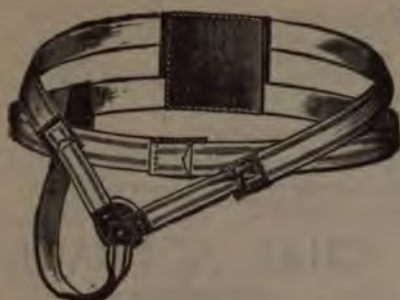
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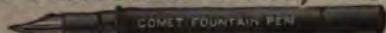
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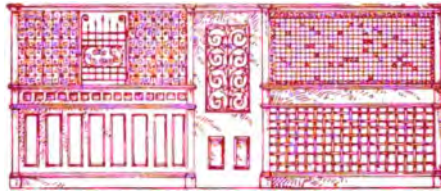




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## The Station Agent Locating Bureau.

### ITS OBJECTS ARE:

1. To establish a central headquarters for agents and their friends visiting the World's Fair.
2. To provide desirable accommodations at reasonable rates and conveniently located to direct car lines to the WORLD'S FAIR GROUNDS.
3. To furnish the necessary information to visiting railroad men from a reliable source.
4. To look after mail, telegrams, packages and other important personal matters for our patrons.
5. To make every visiting agent, or his friends whom he may introduce, feel that he is *among friends* instead of *strangers*.
6. In a general way to provide a means for all our patrons to avoid the unpleasant features of a trip which they want to make, but which they have good reasons to dread.
7. To contract for desirable rooms and board at the most advantageous rates possible, protecting our

patrons from extortion of all kinds, and giving them the advantages in the way of locations that a stranger could not obtain. Also the advantages of securing their accommodations by correspondence and knowing before they leave home where they are going to stop and how much it is to cost.

Agents will thus have a general headquarters of their own, with reading room, writing material, telegraph facilities, and every other convenience.

The Bureau will be under the management and control of Messrs. Lockwood & Wright, with Mr. Lockwood as resident manager. Mr. H. A. Lockwood was for years joint ticket agent of the L. S. & M. S., C. C. & St. L. and L. E. & W. R'y's, at Sandusky, Ohio. Mr. R. W. Wright is editor and manager of THE STATION AGENT, and Grand Secretary of the Railway Agents' Association of North America.

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# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.*

VOL. IX.

AUGUST, 1893.

No. 6.

## PASSENGER TICKETS AND THEIR DEFECTS.

WE print this month a well worded article on "Passenger Tickets" by George H. Heafford, G. P. A., C. M. & S. P. Ry., read at the "Railway Commerce Congress at Chicago June 28, 1893. These articles from Mr. Heafford's pen should reach the great public through the press, but we fear that they are confined largely to the railway circle. Mr. Heafford's arraignment of the ticket broker, as dishonest and a criminal seems somewhat strong, and the omission of the fact that railroad companies quite generally furnish brokers with their stock in trade, directly, or indirectly, rather than (to quote Mr. Heafford) "The methods adopted by these organizations to accomplish their purpose are based wholly upon the inability of the roads to protect the prescribed forms of tickets from alteration and abuse."

We take exception to that word "wholly," also the impression conveyed that *all* tickets handled by brokers are forged and altered, or else the unused portion of coupon or return tickets. While the broker may not be the "Honestest man what lives, Rebecca" and his business illegitimate in some states even—Illinois where he does the most thriving business—he is in a large measure the creature of the railway companies.

Although railroads may claim their tickets are nontransferable contracts, the courts and the great public hold them to be the evidence of monies paid and as good to bearer as a national bank bill unless the ticket bear a special contract. That brokers do alter tickets and defraud the railroads and inconvenience the public; that their existence does afford an opportunity for the sale of counterfeit and changed tickets, that they "cut rates" where the law prohibits the railways from so doing, are facts worthy of legislative notice, but there is something of a "beam in the eye" of the railroad corporations Mr. Heafford, which your able article should, in justice, have touched upon.

Concerted action on the part of railway corporations would very quickly deprive the broker of such a large proportion of his source of revenue as to drive him from the field.

Mr. Heafford's article is given in full below:

There are four principal classes of passage ticket transportation sold by the railway companies of the United States of America, viz.:

A. Local tickets, good for a single one way or round trip passage of "bearer" between points on the road issuing such tickets.

B. Commutation tickets, good for one person, or for a number of persons, for a specified number of rides or for a particular period, to be used principally between large cities and suburban towns or villages by residents of the latter.

C. Mileage tickets—in books of 500 miles, 1,000 miles or 2,000 miles, according to price—good for "bearer" (if required by state law), or for use by one person whose name must be specified and signed to the terms prescribed by the railway company issuing the ticket. This form of ticket is frequently made good for passage over connecting roads by arrangement between the roads interested, and settlement is made for coupons of detachments of mileage collected by the road on which the mileage tickets is honored for passage, in accounting. In brief, the road collecting the coupons sends them to the issuing road at the end of each month with a bill which, when examined and found correct, is passed to the treasurer of the issuing road for payment.

D. Coupon tickets, which, as distinguished from local tickets, are honored for passage over such other closely or remotely connecting roads as arrangement may be made by the lines interested for the purpose of interchanging passenger traffic.

This form of ticket is available for booking or ticketing a passenger from any point to any other point on the American continent, or from any point on the American continent



to certain points beyond the Atlantic or Pacific ocean, and its desirability and convenience is appreciated because of the fact that the possessor of a through coupon ticket can check his luggage from starting point to destination, and also avoid the necessity of purchasing local tickets at any intermediate point of his journey. In addition, passengers taking a long journey by a slightly circuitous route can frequently save money by the purchase of a through ticket, as the sums of the local rates are often in excess of a through rate, which is accounted for by the fact that in America the customary rule is to make applicable to slightly circuitous rates the through rate made by a more direct or shorter line. This is the result of competition, which is practically unhindered in the United States of America. State laws frequently control the price to be charged for tickets sold for passage originating and terminating within state boundaries. The law of the American congress controls interstate traffic to the extent of requiring publicity of rates made for such traffic and that no discriminations shall exist between persons. In other words, when rates are published those rates must be observed, and no preference in rates of fare can be shown to any person. By a most complete system of accounting, the adjustment of accounts for coupon tickets sold and interchanged is made at the end of each month by and between the respective railway companies honoring each other's tickets, and drafts are made for balances.

All coupons sold by the issuing road are reported the roads over which they read for passage, whether collected by the latter or not. It will be noticed that in this respect the mode of adjustment is exactly the reverse of the method of settlement for mileage coupons interchanged: this for obvious reasons.

Local tickets in this country are usually printed on cardboard and are inexpensive. The printed matter thereon covers simply the name of the issuing road, the selling and the destination point, the fact that the ticket is limited to use within a specified period, a consecutive number, and the fac simile of the signature of the general passenger and ticket agent.

Commutation tickets are usually printed from an engraved plate if used in card form, showing number of rides to be punched by conductor, and even when the form of ticket provides for a coupon to be detached for each ride, the ticket and its coupons are of a somewhat elaborate design to prevent counterfeiting and other forms of abuse and misuse.

Mileage tickets of the form most frequently used are provided with a cover (on which are printed the regulations and terms governing the sale and use of such tickets) and enclosing a strip with transverse lines, each line representing one mile, or pages of coupons for detachment by conductors, each line or coupon showing on its face a consecutive number corresponding with the one on the cover, and a number to which reference is made by the conductor in detaching strips or coupons for the distance to be traveled by the passenger on each journey.

Conpon tickets are, as a rule, patterned after a form approved by a committee of experts, members of the American Association of General Passenger and Ticket Agents. The contract portion of the ticket and its coupons are printed on one piece of perforated paper, so that each coupon can be detached by the conductor of the road over which the ticket reads good for passage. The limit of use is expressed by printed figures in the margin which are punched by selling agent.

Were there no dishonest people in the world there would be no ground for unfavorable criticism of the almost perfect system of American railway tickets.

Up to this date all efforts to prepare a form of railway ticket which cannot be altered and misused have failed. "Safety paper" and "indelible ink" have proved useless. Punch marks used to indicate dates of limitation have been filled up and new ones made with a success which almost defies detection. Written and printed "destinations" to short haul points have been changed to long haul points with a skill that evades the scrutiny of the most careful and experienced train conductors and all of this is done at the expense of railway revenue.

There are in the United States of America one or more organizations styled "ticket brokers," which prey upon the railroads and the traveling public. Their mission as announced by themselves, is to stand as "middlemen" between the railroads and the passengers, to sell tickets or transportation at less than the rates fixed by state and national laws. This the railroad companies are forbidden to do. The methods adopted by these organizations to accomplish their purpose are based wholly upon the inability of the railroads to protect the prescribed forms of tickets from alteration and abuse by that portion of the traveling community willing to participate in these illegitimate methods of the "middlemen," which also frequently involve forgery



in connection with mileage and other contract tickets. The patrons of the brokers make or save a dollar or two on each transaction, and the brokers themselves live and thrive on the fruit of the crimes jointly committed by themselves and their patrons, and by which the railroad companies are robbed of their just revenue.

Such a lamentable condition of affairs would not be permitted to exist in any other country. Our nearest neighbor—the Dominion of Canada—will not permit it for an instant.

Several of the United States have passed laws which, if enforced, would break up and totally destroy the organizations of "ticket brokers," but the technicalities of the laws have prevented them from becoming effective. Only a national law similar to that of Canada can reach these people. Think of it! Less than five hundred persons, who call themselves "public benefactors," absolutely prevent the maintenance of tariff rates by the railway companies of a country which has a population of nearly seventy millions, and this in direct contempt of the laws of the land. It is a sight to make the gods weep.

Nearly all special contracts and conditions attached to tickets prescribing by whom or how such tickets should be used for passage and nearly all limitations of time for other than commutation tickets, could be dispensed with, and more or less annoyance avoided, were the so-called "ticket brokers" enjoined from establishing markets for stolen, lost and forged tickets.

A ticket is, in substance, a form of transportation which entitles the original purchaser to travel on the trains of the railway company in accordance with the terms printed on the ticket, which is, in effect, a receipt for the money he has paid to the railway company through its legitimate agent or representative.

A passage ticket is legally and in equity the property of the original purchaser only to the extent that a contract between two persons is the property of either one of them. A contract cannot, under usual conditions, be sold to a third person by one of the parties thereto, nor its obligations or privileges assigned to another, without the consent of both parties to the contract. A passage ticket, unless issued good for the transportation of bearer, is in the nature of a contract between the issuing railway and the purchaser, under which the railway agrees to carry the purchaser only from the initial to destination point. The railway company does not contract to carry such person a portion of the

distance and another person, or perhaps or three other persons, intermediate parts of the distance covered by such passage ticket. To impose such an obligation on the railway issuing the ticket would be an injustice, in that its legal rates and revenue between intermediate points, or from any intermediate point on such ticket to the destination thereof, would be interfered with. In disposing of a ticket partially used to be used a portion of the distance by another person the original purchaser of the ticket assumes to dictate to and control for the railway issuing the ticket the price it shall receive for the transportation of the second person between two points which are not the initial and destination points named on the ticket, for the reason that the rate from the point from which the original purchaser started to the intermediate point of the ticket, which was his actual destination, and the rate from such intermediate point to the destination of the ticket or the point to which it was used by the second passenger, may be, and usually are together, greater in the amount than the through rate at which the ticket was sold. Equity and justice are supposed to be embodied in any law regulating mutual relations, transactions or contracts between any two persons, and it cannot therefore be consistently advocated that a contract for transportation can be so manipulated as to work an injustice and injury to one of the parties to such contract.

The railway company will redeem (at the original price paid) any ticket which the purchaser is not able to use, or the railway company will give him in cash the proportionate value of a partly used ticket. But the "ticket broker" offers a premium for rascality, and in many instances the devil get his dues.

As to railway tariffs much can be said, but my time and space are limited, and so many conditions enter into the question that no plan is practicable which can cover the vast extent of country included in the United States of America. So long as state legislatures control the portions of a railway system within their boundaries, and no two states traversed by the same railroad system are agreed as to what is fair compensation, it would seem wise that no attempt be made to legislate upon the question. The law of supply and demand, with free and restricted competition, is enough to insure reasonable rates and corresponding improvements in operating and traffic facilities. The Hungarian zone theory cannot be made practical in the United States. No "free and enlightened" people would submit to the inferior accommodations



furnished by the railways under Hungarian government control, nor will such a people be satisfied with any system which is not based upon a certain rate per mile traveled, regardless of the comparatively short distances encompassed within any zone circle.

Having dealt technically with the topic assigned to me, I feel that I may perhaps trespass on your time to add a few paragraphs of a general character. Ours is a new country, but our railway people are progressive. The exhibits of the Baltimore & Ohio, Pennsylvania, New York Central, Chicago, Milwaukee & St. Paul and Canadian Pacific railways at the World's Columbian exposition prove my assertion.

I believe no country in the old world can furnish such luxurious and comfortable passenger trains—including sleeping car, parlor and dining car equipment—as travelers in North America are provided with.

The electric light in sleeping car berths by which persons troubled with insomnia can read all night long without annoyance to fellow-passengers is I believe only used in this country, and is appreciated more thoroughly than any other recent invention. Gas has superseded oil and candles in parlor cars and ordinary coaches, and steam heat has conquered the old car stove.

Dining cars furnish the choicest menus, and no first-class traveler begrudges the single dollar paid for food which if served *a la carte* at world's fair prices would deplete his purse to the extent of three times the cost of his table d'hôte meal taken en route. As a rule there are no profits in furnishing dining car service, but the advertisement for the line which conducts them properly serves to bring revenue from the passenger traffic desirous of creature comforts, and the time saved in not stopping for meals at stations is worth considering in preparing schedules for long distances trains run at a high rate of speed to accommodate the exacting American traveler, who demands from railway companies three points of perfection, viz: Rapid transit, absolute comfort and immunity from accidents.

The American system of hauling and checking baggage cannot be improved upon.

A passenger can check his trunks from his room at the Fifth Avenue hotel in New York city and have them placed in his apartment at the Palace hotel in San Francisco without having to watch their transfer at any point en route. He has only to purchase the passage ticket; the little brass check with its leather strap does the rest.

In a thousand details of railway enterprise we so-called Yankees lead the procession. In some things we are yet behind our old world friends, but give us a few years more to create a population with which to fill up our now sparsely settled broad stretches of land, which in turn will create a better revenue for our train service, and we will then endeavor to show our friends from across the Atlantic ocean that we have either adopted some of their methods, which are now better than ours, or we will improve upon them to such an extent that they may be willing to accept our ideas.

If he who makes two blades of grass grow where but one grew before is a public benefactor, is he not doubly entitled to the plaudits of the world who abridges distance, lessens risk of life and cheapens transportation?

To accomplish these results is the proud mission of each of us who in any way is connected with the master profession which makes the 'wheels go round.' "

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#### How to Get Transportation.

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A good story is told of Charlie Ryan, the popular general passenger agent of the Chesapeake & Ohio railroad at Cincinnati, who has to handle some passenger business that requires Napoleonic genius—to-wit, the pass fiends. One of these, a sleek, insinuating fellow, some time since walked into Ryan's office.

"Ah," he said, "is this Mr. Ryan?"

Mr. Ryan didn't deny that it was.

"Ah, well, I called to see if I couldn't get transportation for myself over your road, to White Sulphur?"

Mr. Ryan smiled divinely.

"Certainly, sir; certainly; all you want."

"Ah, many thanks; do I get it from you?"

"Oh, no, sir," bowed the polite Charles. "You get it at the ticket office downstairs. We don't sell tickets up here," and the man was so overcome that he went down stairs and actually bought a ticket.

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Fatherinlaw—"I am ruined; all is lost!"  
Soninlaw—"Ahem! Then I married for love, after all!"

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"The death of your husband was a great loss to you," said Mrs. Bunting to Mrs. Gasket, by way of condolence. "Oh, the loss was fully covered by insurance," replied the widow.



### Railway Freight Statistics, and their Value in Developing Freight Traffic.

Written for THE STATION AGENT by C. F. LELAND, Auditor Lake Shore & Michigan Southern R'y Co.

ABOUT the time the "Grand Old Man," Gladstone, who is still very much alive, had attained his majority, Stephenson was (in 1829) having at Rainhill the famous locomotive contest with his little multitubular-boiler "Rocket," a model of which may be seen in the Transportation Building at the World's Fair. That was the birth of the railway; an event that Macaulay ranks next to the alphabet and the printing press.

So the present railway mileage of the world, 375,000 miles, enough to encircle the globe fifteen times, has been built in sixty-two years. That our own country, the United States, took the lead in this marvelous development, although new and with no accumulated capital, is shown by the fact that with only 4½ per cent. of the population of the world, now, we have 175,000 of the 375,000 miles, or 46 per cent.

Just glance at this little pyramid of figures:

MILES RAILROAD IN THE UNITED STATES	
at the end of 1830,	23
1840,	2,818
1850,	9,021
1860,	30,626
1870,	52,922
1880,	93,296
1890,	166,702
1892,	176,223

It is extremely unfortunate that we have almost no statistics of what our railroads did from 1830 to 1870. The publication of "Poor's Manual" began in 1868, and while complete in all other particulars, for many years it gave but few scattered statistics of the movement of freight and passengers. Then the records of railway offices, even where any statistics were kept, have been destroyed by fires, or sent to the paper mills as being of no value. Then again, the world generally has no use for the statistician; he is generally classed with the enthusiast in bugs as a harmless crank.

So late as 1876 the then auditor of an important trunk line said to me, "Damn your statistics; get remunerative rates for your business." That was about as smart as for the wheelman of a great steamship to say to the captain, "Damn your chart and compass, I

will steer this ship to its destination without them."

Within the last few years, however, statistics have come to be valued as a vital necessity to the successful operation of our railways, and our presidents and managers, like Oliver Twist, clamor for more.

Perhaps the Lake Shore & Michigan Southern railway, with its eastern terminus at Buffalo, at the foot of the great lakes, and its western terminus at Chicago, the head of the great lakes, traversing six great states, with branches largely exceeding in mileage its main line, has as great a variety of traffic as any railway in this country. While it has but 1,454 miles of road (less than one per cent. of the mileage of the United States), it handled in 1892 13,643,747 tons of freight, and 5,846,755 passengers, and so is a tolerably busy road.

For reasons already explained (the scarcity of general statistics) and the fact that the Lake Shore & Michigan Southern railway is a large and representative system, and the further fact that I, myself, have kept its statistics for thirty-three of its forty-one years, and have made up and issued thirty-three consecutive annual reports (1860-1892), I am necessarily confined to the statistics of that railroad.

#### RATES.

Fortunately I can go back thirty-nine years to 1854 for the average rate per ton per mile, and it shows conclusively that the *public* and not the *railroads* has reaped the benefit of every economy, every improvement introduced; notably that of the Bessemer steel rail introduced in 1862, and reaching us in 1867. This, with extensive improvements in grades and alignment, has enabled the L. S. & M. S. to increase its average freight train load from 137 tons in 1870 to 276 tons (more than double) in 1892. Yet the profit on the 137 tons, one mile, in 1870, was 78 cents, while the profit on the 276 tons, one mile, in 1892, was but 45 cts. Notice how the rates tumbled downward from 1868:

#### AVERAGE RATE PER TON PER MILE OF THE LAKE SHORE & MICHIGAN SOUTHERN R'Y.

Cents.		Cents.	
1854.....	3 510	1874.....	1.180
1855.....	3 210	1875.....	1.010
1856.....	2.960	1876.....	.817
1857.....	2.740	1877.....	.864
1858.....	2.380	1878.....	.734
1859.....	2.292	1879.....	.642
1860.....	2.157	1880.....	.750
1861.....	2.092	1881.....	.617
1862.....	2 099	1882.....	.628



1863.....	2.296	1883.....	.728
1864.....	2.833	1884.....	.652
1865.....	2.903	1885.....	.553
1866.....	2.476	1886.....	.639
1867.....	2.427	1887.....	.670
1868.....	2.336	1888.....	.636
1869.....	1.714	1889.....	.664
1870.....	1.504	1890.....	.626
1871.....	1.391	1891.....	.628
1872.....	1.374	1892.....	.599
1873.....	1.335		

This table shows that the rate per ton per mile for 1892, a trifle under six mills, was but

80 per cent. of the rate for 1880	
40 " " " 1870	
28 " " " 1860	
17 " " " 1854	

When a railroad moves one hundred tons (six car loads) of average freight one mile for a shade less than 60 cents, less than you can get yourself transported one mile in a hack, it would seem as if the bottom was reached.

Only a railroad exceptionally favorably located, carefully managed, with a very large tonnage and long haul, can do it and pay its owners anything on their investment. Three quarters (in mileage) of the railroads of the United States could not meet their fixed charges with an average rate of six or even eight mills per ton per mile.

With a considerably higher average rate in 1892 (a little less than one cent per ton per mile, .967), all the railroads of the United States, out of gross earnings aggregating \$1,205,272,023, paid but \$83,336,811 in dividends on \$4,920,555,225 capital stock, less than 1 $\frac{7}{8}$  per cent., and 1892 was a very prosperous year. A little more oppressive, confiscatory legislation would wipe out that very thin margin, and the payment of a dividend to a stockholder become a "lost art." A further reduction in the average rate per ton per mile of only one mill, ten per cent., would cut down the freight earnings of all the railroads in the United States \$84,448,197; thus utterly obliterating the aggregate dividends of 1892 (\$83,336,811). To the railway stockholder it is no longer a question of profit, or dividends, but of existence.

Does not this one tremendous fact show the vital necessity of freight statistics?

#### COMMODITY STATISTICS.

To an intelligent management of a railway, seeking how and where to increase its traffic, commodity statistics are of inestimable value.

The Lake Shore freight traffic is divided into fourteen commodities or general heads. I here give the figures for 1870 and for 1892,

showing the growth of each commodity in twenty-three years:

	Tons, 1870.	Tons, 1892.	Per cent. Increase
Coal and Coke . . . . .	215,997	3,692,551	1,610
Iron ore (commenced in 1876) . . . . .		1,337,901	
Stone, sand and lime . .	95,521	1,137,583	1,091
Pig, bloom and R. R. iron	76,612	253,593	273
Other iron and castings .	66,778	635,312	851
Petroleum . . . . .	260,959	427,419	64
Total minerals . . . .	715,267	7,514,269	951
Grain . . . . .	451,431	1,234,677	173
Other agricultural prod- ucts . . . . .	149,031	375,842	152
Flour and flour mill prod- ucts . . . . .	327,812	470,966	44
Provisions . . . . .	132,645	278,313	110
Animals . . . . .	276,531	561,597	103
Total food . . . . .	1,337,450	2,921,395	118
Lumber and other forest products . . . . .	334,181	924,901	176
Manufactures . . . . .	199,547	434,374	118
Merchandise and other articles . . . . .	391,180	1,848,808	372
Grand total . . . . .	2,978,725	13,643,747	353


That table shows at a glance how poor is the railroad that has to depend almost entirely upon farm products for its traffic, especially when you remember that the American farmer, whose land is enhanced in value twenty fold by the railroad that passes his fields, becomes its most implacable, remorseless, sleepless enemy *after* the railroad is completed (not before).

Take Kansas as an illustration. That state by the aid of foreign and eastern capital, ranks, strange to say, third in respect of railway mileage of all the states in the Union. What was formerly known as a part of the great American Desert, given over to the Indian, the buffalo and the coyote, has by its extensive railway system become our greatest grain producing state. Yet the people of that state have oppressed, and are now oppressing the railways to a point that is practically a confiscation of all the railway property within their borders. The last straw that has broken the camel's back is the action of a Populist State Board of Assessors that has increased the valuation of the railways this year about ten million of dollars, resulting in an increase of taxes of \$400,000, while reducing correspondingly taxes on other property, and this notwithstanding that in at least thirty counties the railroads have for some years paid from two-thirds to three-quarters of the taxes. This is the last ditch, and the railroad companies by concert of action are going to fight the terrible injustice.

Small wonder that the stocks of railroads having mileage in Kansas and adjacent states,



where men are elected to enact laws that practically confiscate railway property, are down to almost zero.

Look at these quotations for a few stocks of these unfortunate roads, Saturday, July 29th, 1893: 

Atchison, Topeka & Santa Fe.....	13
Union Pacific.....	17
Missouri, Kansas & Texas.....	9
Texas & Pacific.....	5
Missouri Pacific.....	18
Wabash, preferred.....	12
St. Louis & Southwestern, preferred.....	7
Denver & Rio Grande, preferred.....	28

The holders of these stocks are in about the same plight as the man who tried to go down to Jericho. It is a time when "judgment has fled to brutish beasts and men have lost their reason."

It will be "a cold day," and a good many of them, before any more outside capital is seduced into Kansas, Colorado or Texas for the construction of new railways or extension of old ones.

#### STATION STATISTICS.

Without these the general statistics of a railroad would be of no account. The president or manager wants to know the springs or sources which, combined, make the mighty torrent of a certain kind of freight, and the same of passengers.

While the Lake Shore & Michigan Southern has 319 passenger stations, ninety per cent. of its passenger earnings comes from fifty-seven stations. While it has 270 freight stations, ninety-six per cent. of its freight earnings comes from seventy-six stations.

I have "kept tab" on all these stations for thirty-three years, and can show the growth of their business from small beginnings. Each one has its peculiarities. A car load of Lake Superior iron ore from Ashtabula Harbor would be as great a curiosity in Chicago as would a car of dressed beef from Chicago be at Ashtabula Harbor; and so each station must have its own facilities in buildings, tracks, etc., and the extent of these must be gauged largely upon statistics, not only of its tonnage, but the kind of freight that makes up that tonnage.

As with freight, so with passengers. Growing, improving stations must be served with more trains, and decaying, declining stations with less.

These are such truisms or "chestnuts" that it seems almost impertinent to state them. Perhaps they have one redeeming quality, that of extreme brevity.

But the most important station facility is a good station agent. He is the transportation salesman for the company. He should be an energetic hustler; able to either talk or keep silent at the right time. He should carry every rate in his head, from a car of cattle from his station to New York to a Christmas box to the next station; should be exactly the right age and stop growing old; should carry a George Washington hatchet concealed about his person, and at the same time be able by documentary evidence to expose that monumental liar, the agent of the competing road. He should dress well, keep clean, cultivate socially the road's patrons, remembering their children's first names and the year each one had the croup, measles, or chicken-pox; should be able to work outside all day, and inside, on flawless reports, half the night; should detect and prevent any accident within a mile either way of his station; should, in a busy time, promise his shippers all the cars they need, and above all, keep his promises; should school himself to swallow and digest sarcastic remarks as if he enjoyed them, and always be ready to respond smilingly to the burning question of the hour, "Why in hell, etc., etc."

It gives me pleasure to certify from personal knowledge that all the agents on the Lake Shore & Michigan Southern answer the foregoing description, as a photograph the original subject; they are all gentlemen and scholars.

It was not always thus, however. A good many years ago an agent made a mistake in his monthly report of commodities shipped. He reported a small shipment of ores. As we had not heard of the opening of a mine in his vicinity, we asked him for an explanation and found they were white ash oars.

Then again I once discovered a ticket agent in Indiana had changed his stamp at the close of September to Aug. I called him down, and he made it all right by explaining that he thought Aug. stood for Augtober.

Seriously and finally, I am in full sympathy with the station agent, knowing as I do his multifarious duties and burdens, and have ever burdened him as lightly as possible with reports and statements.

The other day a young man gave a reason for not dancing, the spirit of which might be made to apply to a good many failures in life. "I should like to dance," he said, "and I should dance, only the music puts me out and the girl gets in my way."



### GENERAL FREIGHT AGENTS.

Mr. G. B. Spriggs, G. F. A. of the N. Y., C. & St. L. R'y, (Nickel Plate), Cleveland, Ohio.

Commencing with the August issue, we propose each month to introduce to our readers some of our General Freight Agents:

We are pleased to present to our readers this month, one of the prominent Cleveland traffic officials, one of the best known in railway circles and one who has a national reputation, Mr. G. B. Spriggs, General Freight Agent of the New York, Chicago & St. Louis Railroad (Nickel Plate).

The outline of his career is an interesting one, showing a steady rise from the lowest to the highest position in the freight department. Mr. G. B. Spriggs was born in England in November, 1834, and at the age of 18 entered the service of the London & Northwestern railway as junior clerk in the freight department at Rockingham. After a year's service in that position he was made corresponding clerk at Stafford Station. Two years of this work was sufficient to show his employers that he had the right stuff in him, and he was made corresponding clerk and chief accountant at Wolverhampton. In 1858 he was further promoted to the chief clerkship of the District Goods Manager's office, remaining in that position until 1862, when he accepted by direct invitation from the management in Canada, the position of freight agent at Hamilton, Ont., on the Great Western Railway of Canada. From 1862 until 1870 his career was a series of steadily ascending steps, being promoted from freight agent at Hamilton to through freight agent and finally general freight agent, leaving the service on a change of management. From 1871 to 1877 he was assistant general freight agent of the Baltimore & Ohio system, and developed the freight business of the Chicago Division of that road from its opening in 1874. But in 1877 on the management retiring under whose regime he had left in 1870, Mr. Spriggs returned to the Great Western Railway as general traffic manager, with headquarters at Hamilton, Ont. In the summer of 1882, the Great Western and Grand Trunk being then about to amalgamate the executive officers of the Nickel Plate began casting about for a man who could manage the freight department of the new road and manage it in the manner necessary for the success of the to be rival for a slice of the Vanderbilt business. Mr. Spriggs was the man who fitted the place exactly, and in August, 1882, he accepted the position he now holds.

Quiet, genial, good-humored, never in hurry or flustered, he nevertheless manages to capture a full share of business, despite the heavy handicap placed on the Nickel Plate by the other trunk lines. This statement is fully borne out by the figures which are given below, being the yearly freight receipts of the Nickel Plate from the time it opened its business:

1883.....	\$2,000,561.81	1888.....	\$4,570,911.5
1884.....	2,879,309.47	1889.....	4,688,615.7
1885.....	2,909,346.10	1890.....	5,341,577.0
1886.....	3,522,547.68	1891.....	5,697,608.5
1887.....	4,471,697.00	1892.....	5,914,918.8

In the Central Traffic Association Mr. Spriggs is a leading spirit, being on the following standing committees of the freight committee:

Rules and Regulations.

Live Stock, Packing House Products, Grain and Grain Products.

Oil.

Paving Brick, Fire Brick, Clay and Moulding Sand.

Lime.

Relations with Western Roads.

Relations with Trunk Lines.

Eastbound Percentage Basis, and

Lake and Rail Differentials; being chairman of the last named committee.

At the last meeting of the executive board of the Lackawanna Fast Freight Line Mr. Spriggs was elected its chairman for the tenth consecutive year.

In his official capacity he travels a great deal, averaging about 25,000 miles a year, and in a recent year traveled as many as 32,000 miles.

Mr. Spriggs is not only one of the most thoroughly informed men in the country on railway matters, but is also possessed of literary ability of a high order.

He is a delightful entertainer both with material hospitality as well as a never failing supply of ready wit and humor, and has accumulated fund of information, gained 1 years of broad travel, varied reading and keen observation. He is a firm believer and advocate of civil service in railway administration and many men holding advanced positions today thank Mr. Spriggs for a friendly lift to the road to success.

We have a brand new Smith Premier Typewriter which we desire to dispose of at a bargain. Address

[THE CLARK, BRITTON & WRIGHT Co.,  
45-49 Sheriff St., Cleveland



### The Latest Invention of Edison.

**T**HE electric locomotive for use on steam roads has at last become an accomplished fact. Among the pretentious exhibits of huge steam locomotives made by the railroad companies at the World's Fair, will, in a few days, be shown a 30-ton high-speed electric locomotive, the first practical and commercial one of its kind ever built, and upon this unassuming piece of electrical machinery the steam locomotive may look down, as the forerunner of more powerful competitors which will ultimately drive it from the steam railroad field or relegate it to a secondary position as a traction agent.

It is only twelve years ago since Stephen D. Field filed papers in the patent office on the application of the motor to the street railways, in company with applications from Werner Siemens and Thomas A. Edison. Twelve years only have elapsed since Edison ran his modest little electric locomotive around his laboratory at Menlo Park. While Van Depoele was inventing and perfecting trolley systems with success in the west, young Frank Sprague, fresh from long naval cruises, was installing the first practical and commercial electric street railway in America, at Richmond, Va., and the New York elevated road was experimenting with electric traction. In 1887, the Richmond road was in successful operation, and six months after, at Crescent Beach, Mass., the first Thomson-Houston road was running.

The short space of six years has seen a modern invention adopted in nearly every town of importance in this country and in Europe, and even in Siam an electric street railway transports the children of the White Elephant along the streets of Bangkok.

The improvement of the electric motor for transit purposes has been the aim of all electrical engineers ever since Sprague, Thomson, and Van Depoele first proved its real value to the public; and it has been the ambition of nearly every electrician to invent a practical electric locomotive, which could be used for general purposes on our steam, surface, and elevated roads.

The ferment has been silently working here, as well as in Europe, where an inventive mind has imagined a 100-ton electric locomotive, consisting of an engine and boiler carrying and driving a dynamo, generating electricity for the motors on the axles. The advantage of this double back-action locomotive is not yet clearly shown.

It is to America, the home of so much inventive genius, that the honor of constructing the first practical and commercial electric locomotive must be awarded.

This electric locomotive, constructed in the Lynn shops of the General Electric Company, will go out to Chicago in tow of a regular train. It is built to the standard steam railroad gauge. Its dimensions are somewhat similar to those of the steam motors now in use on our elevated lines, *i. e.*, sixteen and a half feet long, eleven and a half feet high, and eight feet four inches wide. The motors are supported on springs resting upon the frame of the machine, and the armatures are mounted upon hollow shafts through which the axles of the wheels pass, and to which they are connected by special couplings. The cab is of sheet iron and is built upon the frame of the locomotive directly over the moving parts. It is symmetrical in appearance, and it is so curved as to offer receding surfaces to the atmospheric pressure. The windows allow of unobstructed view in all directions.

The interior of the cab is finished in hard wood, and is lighted by a cluster of incandescent lamps. Inside this cab are the electric air compressors, for operating the air-brakes and the whistle, and the controlling switch. Above the frame of the cab at each end are placed the electric headlights.

The electricity will be taken up by the motors according to prevailing conditions. The trolley may be, under certain circumstances, the method adopted, while under others the current will be taken from conductors running parallel with the service rail by means of a running wheel or a sliding shoe contact, as in the case of the intramural railway at the Fair, or the overhead railway at Liverpool.

This locomotive is designed to attain a normal speed of thirty miles an hour, and was primarily intended for elevated work and for passengers and light freight traffic or less important steam roads.

The construction of this locomotive is the logical consequence of the adaptation of the electric motor to street transit. If electricity could successfully be applied to the propulsion of street cars and small factory tramways, could it not equally well be applied to the traction of freight and passengers on the steam roads? The steam locomotive, with all its shortcomings, its noise and racket, its smoke and flying dust and cinders, and its ear-splitting steam escape, was not the ultimate expression of man's desire. Feeling this, inventive genius has put forth this electric locomotive as the first practical step towards the



adoption of electricity altogether, as a means of securing absolute rapid transit. Its completion marks a very decisive advance in the development of electricity. The electric locomotive is susceptible of a higher speed even than that already attained by our most magnificent steam locomotives, for whereas there is always a limit to steam production and utilization, dependent upon the structural and operating conditions of the locomotive, the limit of speed of a revolving armature is as yet unknown.

The adoption of the electric locomotive will, of course, be gradual. The capital already invested in trunk railroads will not permit of a sudden discarding of the costly steam engines and their replacement by electric locomotives, and all the improvements which the introduction of electricity would entail. At present the use of electric locomotives over long distances is limited only by the cost of long lines of feeder wires to carry the electricity to suitable feeding points, and until this problem is solved restriction of its employment must necessarily exist. But for places comparatively near each other, and where traffic is dense, the denser the better, the electric locomotive is peculiarly adapted, for here all the advantages of electric propulsion are available, unhampered by the extreme expense involved in long feeder lines.

At first it will probably be used in elevated railroad service, and in New York and Brooklyn and Chicago alone, its advent will be hailed with a feeling of deep gratitude. Electric locomotives will then probably be adopted as feeders to the trunk lines, both for freight and passenger traffic; and to operate short suburban lines, where a rapid efficient service is a requisite. Their peculiar fitness for switching purposes will advance their use another step, and then slowly, as the different problems presented are overcome, they will invade the province of the trunk line steam locomotive and the millennium of railroad travel will be within the realities of life. Indeed it will not be long before passengers will travel in comfort through the tunnels at Baltimore, behind 100-ton electric locomotives now being constructed.

The Pennsylvania has for some weeks past been operating from one tower at Conemaugh fourteen switches by electricity, and so satisfactory has been the experiment that at several points where there is even a greater bunching of switches this method of operating them by electricity is to be adopted.

### The Western Union Exhibit.

THE interesting display of the Western Union Telegraph Company occupies a prominent position in the east gallery of the Electricity Building at the World's Fair. The exhibit is a popular one, designed more with a view to the telegraphic education and interest of the public, than to impress technical men by an exhibition of new apparatus and methods, and to this end the space is entirely unprotected. Visitors are at liberty to inspect the apparatus and curiosities from all sides and to see the instruments in actual operation.

The section is divided between two departments, telegraphy proper and cable work, and at either end stands a marble bust, the one of Prof. Morse and the other of Cyrus W. Field, typifying the two branches of work. At the telegraph end the first instrument to catch the eye is the original receiver made by Prof. Morse and exhibited at the University of New York in 1836. It is a very primitive looking affair consisting of a wooden frame at right angles to which is held an ordinary horseshoe electro-magnet, actuating a second frame suspended from the first and carrying the tracing pencil. The mechanism for drawing the paper strip upon which the message is traced is simply an old clock train and weight. In the same case is shown the latest form of sound receiver for the purpose of comparison. The development of the modern instrument from the crude experimental one is most striking, while the principle involved is the same. Here are also photographs of the original message, "What hath God wrought."

A set of instruments for showing the working of the quadruplex system occupies a table near at hand. The other end of the line is on the main floor of the building, but is worked by means of an automatic sender at this end, —an ingenious device designed for the occasion by Mr. J. N. Johnson, the manager of the exhibit. These two exhibits are intended to show at a glance the advance from the early days of telegraphy to the latest development of the science. Two early messages are shown, framed; the one an original, bearing the signature of Daniel Webster, and the date 1851, while the other is the operator's transcript of a message received from a certain Mr. Hathaway in 1850, stating that he will take the first boat that leaves. It would be interesting to learn that he caught it, and, if not, when the next was due. But this is veiled from us. Here is also shown an automatic duplex cir



cuit Wheatstone transmitter for high speeds from 350 to 400 words a minute and an ordinary stock ticker in operation. Some specimens of telegraph poles showing the destructive action of air, water, insects and birds in different climates, complete the telegraphic display.

In the section presided over by the bust of Field are cases containing models of cable laying and repairing vessels, most prominent among which, of course, is that of the *Great Eastern*. Then comes the *Mirror*, the repair vessel of the Eastern Telegraph Co., with whose lines those of the Western Union connect in England for points in the east and also for Africa and Australia, and last the *Relay*, belonging to the Central and South American Telegraph Co. The Western Union lines alone connect with those of this company at Galveston, Texas. Sections of the original Atlantic cable hang upon the walls, and in a large case is shown the method of making and insulating a modern cable, each step being given from the crude rubber to the finished armored cable ready for deep sea service. Leaning against the case containing the model of the *Great Eastern*, is the grapnel with which, on Sept. 2, 1866, Captain (afterward Sir James) Anderson recovered the broken cable of 1865 from a depth of 1,950 fathoms in mid ocean. Previous to this feat, the greatest depth from which a cable had been raised was 500 fathoms. A profile chart of the ocean bed showing the route and positions of the ten existing cable lines, forms an interesting feature of this part of the display, as do also two large telegraphic charts of the entire world.

The latest development of the well-known syphon recorder may be seen in operation in the centre of the space, while nearby is the old mirror system in which a ray of light was reflected from a small mirror carried on a small magnet, influenced by the sending current, dots and dashes being indicated by the movement of the ray to one side or the other of the zero point of a scale. By this method one man was required to read the signals while another transcribed them, and, of course, no automatic record was possible. A Frier automatic transmitter for cable work, especially designed for the exposition, is used in connection with the syphon recorder.

The booth is brilliantly lighted at night by eighty-five incandescent lamps, and is full of interested visitors from morning till closing time. The exhibit is exceedingly well arranged and managed, and is one of the most successful in the building.

Mr. Johnson is assisted in the management of the exhibit by Mr. H. G. Spohr.—*Electrical Engineer*.

### Good Things to Remember.

IT IS well to remember in these troublous times that the country is very big, and that a multitude of men can be out of work and still leave many millions fully employed. At worst, the burden of enforced idleness is not so heavy as it is in the most favored countries of Europe where the standing armies alone keep millions of strong young men worse than useless. In like manner while very many banks fail they are few in comparison with those which stand unshaken. In New York, Boston, Philadelphia, Pittsburg, Cleveland, Baltimore, St. Louis, Cincinnati, San Francisco, New Orleans, St. Paul, and many other great centers of trade and industry the banks have not flinched as yet, and Chicago has scarcely been touched. Generally speaking, the populous Eastern and central sections of the United States have been solid beyond all expectations, and they will go through the whole financial and commercial disturbance in good enough condition to rapidly repair the damage done in the West. This republic is all right yet, and prosperity will come again before the faint-hearted look for it.

THE New York Central's books for travelers are well written and illustrated pamphlets called the "*Four Track Series*." Several of these are at hand. They deal with facts and figures of interest to the tourist, the traveler, the man of business, going anywhere or coming back, how to get there, what to enjoy. Where to "put up" and how much to "put up." These pamphlets will be mailed to any address by Mr. Geo. H. Daniels, G. P. A., New York City. Their titles are: "The Luxury of Modern Railway Travel," "The Railroad and the Dictionary," "America's Great Resorts," "Suburban Homes North of the Harlem," "Health and Pleasure," "The Adirondac Mountains," "The Lakes of Central New York," "Two to Fifteen Days' Pleasure Tours," "Two Days at Niagara Falls," "The Thousand Islands," "Saratoga, Lake George, Lake Champlain," "In the Catskill Mountains."

THE fate of railroads built to carry bonds instead of freight may be appreciated by a glance at the following figures: During the first six months of '93, companies in the United States to the number of twenty-seven went into the hands of receivers, while seventeen were sold out under foreclosure proceedings. The total mileage involved was 6,386; funded debt and capital stock of all \$400,000,000 in round numbers.



### Our New England Letter.

(From our Regular Correspondent.)

**T**HE dog days are with us; general humidity is getting in some fine work, likewise the flies, and still more likewise, the mosquitoes. Some of our lucky brothers are stewing in the hot salt breezes of the seaside resorts, while a great many more of us still luckier fellows are enjoying the early morning breezes as we go daily to our allotted toil. Vacation is a nice thing to have about, but the majority of people make such a desperate effort to crowd in the maximum amount of pleasure, that to obtain any benefit from their outing, a week of supplementary rest is needed.

August is giving us plenty of thunder storms and a very sticky specimen of hot weather, but on the whole the nights have been cool, and thus the discomforts of the heat are mitigated.

"Where are we at?" is a question which is perplexing the business and financial world just at present, and all eyes are turned to Congress for an answer. Times are hard no doubt. An army of men are out of employment, and the problem of existence is troubling many a workman's brain; but we have failed to hear of a single case where a railroad station agent has lost his position, or received a cut-down in his salary in consequence of the depression.

Just at this particular crisis it strikes me that the station agent is luxuriating in clover—railroads can't run without station agents, and shut downs and poor business, while it may reduce the clerical force, will not disturb the man in charge of a railroad station; he may have to work a little harder, but he is sure of his salary; his pay day comes at regular intervals, and the price of stocks and the demand for manufactured articles need not disturb his slumbers at night. Our friends, the grumblers, should take note of these facts, and congratulate themselves that they are today members of the brotherhood of railroad station agents.

The excursion committee of the New England Railroad Agents' Association have about completed their plans for the annual outing in September; it has been decided to make a combination trip to New York, that is going and coming by two routes, the Fall River Line and the Hudson River; the trip can be made in two days, and will give a variety of water and land travel, with many attractive features.

### THE MONTH'S RECORD.

Railroad stocks have taken a disastrous tumble, and one can become a stockholder in these days with but little outlay.

President McLeod is infusing new life in the New York & New England railroad, and the public are quick to appreciate the fact. New traffic arrangements have been made, and an independent entrance into New York City is probable in the not distant future.

Hon. Warren E. Locke, for long identified with railroad interests, is a candidate for the Massachusetts state treasuryship.

The annual report of the Boston & Albany R. R. is just out, showing the gross receipts to have been the heaviest in the road's history.

J. E. Buckeley has been appointed agent of the Fitchburg railroad at Ayer Junction, Mass. Mr. Buckley has been in the railroad business for many years, and is well qualified for his position. Mr. E. W. Carley takes Mr. Buckley's position of freight cashier.

Work has commenced on the new Union depot at Concord Junction, Mass., and a handsome structure is to be erected.

The passenger station of the N. Y., N. H. & H. R. R. at Framingham, Mass., was burglarized Aug. 9th and thirty dollars stolen.

Burglars entered the B. & M. R. R. depot at Kittery Junction, July 16th, and stole about \$15 in money.

The railroad bridge over the Blackstone River at Blackstone, Mass., on the main line of the N. Y. & N. E. R. R., was destroyed by fire Aug. 8th. The fire was undoubtedly of incendiary origin, and President McLeod has offered \$1,000 reward for the detection and conviction of the miscreants.

W. S. Allen has been appointed agent of the Fitchburg railroad at Walloomsac, N. Y.

The Boston & Maine freight depot at Springfield, Mass., was badly damaged by fire Aug. 10th, the loss being about \$25,000.

Seth Hunt, who was treasurer of the Connecticut River R. R. Co. for thirty-five years, died last month in Springfield, Mass., aged 79 years.

Grafton Upton, foreman of the Old Colony car shops at So. Boston, was presented with a gold watch, chain, and other valuable gifts by the employees of the shop on Aug. 8th.

It is probable that another station will be added to the already long list of the Boston & Albany stations in the city of Newton, Mass.,



as residents of Hunnewell Hill have petitioned the road to that effect.

Frank H. Green has been appointed agent of the Old Colony system at Wrentham, Mass., vice Oliver J. Goodspeed, resigned.

J. J. Grady, station agent of the N. Y. & N. E. R. R. at Hawleyville, Conn., was run over and killed by a train July 16th.

The stations at Troy, N. H., and Marlboro, N. H., on the Fitchburg railroad, were entered by burglars last month, but nothing of value stolen.

J. R. Mackessey, the popular agent of the B. & M. R. R. at Waverley, Mass., has returned from a month's vacation in New York.

G. A. R.

#### In Need.

A WESTERN newspaper is responsible for the following: "It is said by an eastern exchange that a young lady in their city 'kneads bread' with gloves on. That isn't anything surprising. We need bread with our shoes on, and our pants on, and in fact with all our clothes on, but if some of our precious subscribers do not settle up soon, we'll 'need' it without any clothes on at all. See?"

#### Excursions for Pennsylvania Railroad Employees.

A PAMPHLET has been issued to the employees of this company, said pamphlet containing information concerning the excursions provided by the liberality of the management. There will be seven excursions altogether, the first starting on July 29th. The employees on the first one will comprise men from the New York, Belvidere, Amboy, and Delaware Extension divisions. The special will leave New York at 8 and Philadelphia at 10:30 A. M., arriving in Chicago the following afternoon. The transportation will be free to employees and their families, and hotel arrangements have been made by the company at reduced rates. The employees of the Philadelphia and Schuylkill divisions will go out on August 5th and return on August 13th. The time between August 12th and 20th has been assigned to the employees of the Philadelphia, Wilmington and Baltimore, Maryland, Delaware and Central divisions. On August 19th the employees of the Pennsylvania, Frederick, Baltimore, Northern Central, Maryland, and Philadelphia, Wilmington and Baltimore divisions will start, returning on August 27th. From August 26th to September 3d has been allotted to the Pennsylvania Railroad, Northern Central Railway, and the Philadelphia and

Erie Railroad. Altoona division has its outing from September 2d to the 10th. From September 9th to 17th is given to the Pittsburgh, Cambria and Clearfield, Western Pennsylvania, and Monongahela divisions. The West Jersey and Camden and Atlantic employees go out on September 16th and return on September 24th.

DID you ever think how much the success of the busy day depended on a satisfied stomach? A fine cup of coffee in the morning goes far toward making a man at peace with all the world. We desire to call your attention to Robert S. West's advertisement of a Percolator. It saves twenty per cent. in coffee, as well as time and trouble in making, and gives you the pure nectar. No annoying grounds in your cup or clogging the spout of your coffee pot. See Mr. West's advertisement in this magazine.

#### Chicago to St. Paul and Minneapolis.

WHAT THEY SAY ABOUT IT. HON. CHAS. A. PILLSBURY SPEAKS OF HIS MISSION TO WASHINGTON, AND THE BURLINGTON ROUTE BETWEEN CHICAGO AND MINNEAPOLIS.

HON Chas. A. Pillsbury, after a trip East, is again in his Minneapolis office. Speaking of his mission, the merchant miller said;

"I went to Washington in company with other gentlemen to represent the National Milling Association, with reference to the foreign bill of lading. The bills of lading which the steamship companies have been giving have been absolutely worthless, and have relieved the steamship companies from all liability on account of their own negligence and carelessness.

"A bill to remedy this evil had already passed the house of representatives, through the efforts of Harter, of Ohio, and Lind, of Minnesota, and other business included a hearing before the senate committee, of which Senator Frye is chairman. The steamship companies were represented in force, but the committee unanimously recommended the passage of the house bill, with some amendments which do not detract from the efficiency of the measure and which satisfy the committee.

"Another thing which gratified me on returning home was the magnificent train service on the Burlington road. I found on the Eastern roads a class of cars which the Northwest had discarded years ago, and I found some new compartment cars on the Burlington Route which surpasses in elegance anything I have seen in the world.

"Certainly the people in the Northwest have nothing to complain of as to the passenger service this railroad is giving between here and Chicago."—*Minneapolis Evening Tribune*, Jan. 31, 1893.



### Railroads and the People.

UNDER the above caption *The South* says:

In a certain sense America is the creation of the railroads. Originating, as a civilized land, in the matchless energy and patriotism of its early settlers, the consummation of its progress is seen to-day at Chicago in the grandest display of the results of human effort yet witnessed by the civilized world. Yet what would America have been had the advent of steam and electricity been deferred, say, to the twentieth century? We can picture populous coast settlements, prosperous towns, and at certain points in the interior possessing exceptional advantages, and reached by the common roads, places of considerable importance might have grown up. But that great interior, those colossal cities throbbing with life and energy, that complex civilization extending clear across a whole continent from Boston to San Francisco, would have been hopelessly impossible but for the railroad lines that now link all parts of this Union together.

It is not unreasonable, therefore, that the railroad interest should have become of paramount importance here as everywhere. The railroads have stretched their lines all over the land, and wherever they have gone towns have sprung up, and our marvelous resources have come to light and utilization. They have unified this immense land, and have accomplished in a century what might otherwise have been the work of a thousand years.

But a railroad—especially a great trunk line—before it can exist, requires the courage of the capitalist, and of many capitalists in association. Let the right of way be accorded and liberal subscriptions of money offered through all the country traversed, the promoters still stand the brunt of the difficulty, and have to invest large sums in the construction of the way, the furnishing of engines and cars, and the pay of an army of employees. They are human, and like every one else they seek profit. It is natural that they should desire an adequate return for their money, and this can come only in the shape of payment for transportation of passengers and freight. There are several considerations which would naturally induce a railroad company to make the most liberal terms to the public. Whether or not a road has a monopoly, the lower the rates the greater will be the traffic. The greater the traffic the greater the prosperity of the section, and hence the greater the future of the railroad. A railroad comes to stay. It can

not, like many concerns, remove its plant to quarters more desirable. It is identified for all time with the tract it serves, and everything it can do to increase the prosperity of its territory is work done for itself.

We see on all sides, in every part of the country, what railroads have done for America. Out on the plains of the west the railroad was the pioneer of cultivation. Wherever a railroad ran, by which civilization could be let in and products could be shipped to a market, the people, many from other countries, stepped from off the cars, tilled the lands and formed cities. It has been the same, more or less, all over the country. The greatest expectation of some rising town is always the advent of a line that will give it connection with leading centres and with the outside world.

Coming to the south, we see what railroads have done for the development of that country. The great lines leading from the west are building up seaports that already are figuring largely in export trade, and must before long become the points for a vast outgoing and incoming traffic for the accommodation of the interior. Wherever the railroad goes there is life and progress. Let us take, for example, the state of Florida. It is a beautiful country, with a balmy climate that in the winter months is a perennial seduction to the people of the rigorous north. But what would Florida, as a state, be without its railroad system, reaching from Jacksonville to Charlotte Harbor? How would its industries, that require the means of marketing products, have grown up, or how would its rising interior towns have been possible? But when it comes to the development of resources in iron, coal, and timber, we have a more realizing sense of the immense part that the railroads have played. Taking such states as Virginia, West Virginia, Alabama, the Carolinas, and Georgia, we can imagine what primitive condition they would have remained but for the opening of such roads as the Norfolk & Western, Chesapeake & Ohio, East Tennessee, Virginia & Georgia, etc. These roads have brought to market products that without their agency might have remained unused for centuries. They have opened hitherto inaccessible tracts, and have led the way for settlement and civilization. But the different companies have done much more than this. Pursuing the right business policy of doing their utmost to build up the interests of every section traversed, they have been instrumental in founding towns and fostering industrial interests all along their lines.



But why speak further of the service that the railroads are rendering everywhere in the country? They are so important a part of our present system that we can hardly imagine what the United States would be without them.

The state legislation to exercise a certain superintendence of the railroads is conceived, undoubtedly, in a wise spirit, since the colossal influence of a railroad takes it out of the field of ordinary private enterprises. This fact has been recognized in other countries, where stringent governmental regulations exist. But such legislation should foster rather than impair the usefulness of a company. In the older countries, where all the large centres have been established for centuries, and are linked together by a network of common roads, railroads are simply an improvement, a useful servant, while here they have been the *makers* of large sections, and will be the makers of future prosperity and influence, if their enterprise is unchecked. Considering the large interests they hold in a state, the amount of taxes they pay, in every railroad commission they should be fairly represented, and only experts should pass on the question whether the rates charged allow a fair return on capital. The large number of receiverships shows that for some reason railroads have not been very profitable of late. Any commission possessed of true intelligence will fairly investigate the causes, and see to it that while the general public is protected, nothing oppressive shall be enacted to obstruct the enterprise of the great developers of the country.

#### Direct Route East and West.

The Ohio & Mississippi Railway is the direct route east and west, and the only line running all trains through solid between Cincinnati, Louisville and St. Louis. It is the short line between Cincinnati and St. Louis, and the fast line between Cincinnati and Louisville, and between St. Louis and Louisville.

All trains are vestibuled and a double daily line of Pullman vestibule buffet sleepers run between St. Louis and New York without change in both directions, via Washington, Baltimore and Philadelphia.

Its recently inaugurated through train service between Louisville and Chicago, via North Vernon and the Big Four Route, makes it the most desirable route for World's Fair business, as the passengers are landed directly at the World's Fair gates, or taken to the Union Depot, as may be preferred.

For tickets via O. & M. R'y inquire of agents of all connecting lines.

O. P. MCCARTY, Act'g G. P. A.

#### Interchange of Traffic in Europe.

UNDER the above caption the *London Railway Engineer* says: On the 1st of January of the present year there came into operation the convention which was signed at Berne on the 14th of October, 1890, by the representatives of France, Germany, Austria-Hungary, Belgium, Italy, the Netherlands, Luxembourg, Russia and Switzerland, regulating the through carriage of goods by railway. The subject has been a matter of consideration and negotiation since the year 1874, when the Swiss Federal Council took it in hand, and from that time until September, 1892, when the convention was finally ratified by the various parliaments of the countries parties to it, M. de Seigneux, president de la Cour de Cassation of Geneva, has, at numerous international conferences, and by addresses before public and commercial associations, unweariedly advocated this international agreement, which secures absolute uniformity in the regulations for the carriage of goods throughout nearly the whole of the continent of Europe.

The difficulty and magnitude of the work thus accomplished can only be properly appreciated when it is stated that the agreement concerns everything relating to the through traffic of eighteen different countries, each with its own separate laws for dealing with its local railways, and that it applies to about 80,000 miles of line. It is true that certain railways have hitherto agreed with the foreign railways with which they are connected, upon the rates to be charged for the carriage of goods over the combined railways, and for the apportionment of any sums which may be disbursed as compensation for loss or damage—such, for example, as the Eastern of France, which had entered into a private arrangement with the German railways, and the tripartite convention between the South Eastern, Chatham, and Northern of France railways—but outside of these private agreements, which can be abrogated at will, there was nothing to compel the railway companies to enter into relationship with foreign railways. The result has been, therefore, that in cases of delays, damage, or loss of goods carried over the lines of a foreign state, the trader was very much at the mercy of the railway companies; inasmuch as his claim for compensation, if contested, had probably to be preferred before the legal tribunals of a country with the laws of which he was entirely unacquainted. All this uncertainty and inconvenience is removed by



the international convention, which makes the company to which the goods were first delivered responsible to the consignors for their safety throughout the entire journey. An action at law can be brought before the courts of either the receiving company, the delivering company, or if the consignor can ascertain it, the company at fault; and any one of these tribunals will be competent to hear and to dispose of the claim.

The authors of this convention hope that at no distant date it will be possible to secure a uniform classification of goods traffic throughout what we may perhaps call the Continental Railway Union, but, not unnaturally, they look upon a unification of tariff as being outside the object of the convention, and as a subject which must be left in the hands of the railway companies alone.

A central office has been constituted, consisting of a director of administration and a court of arbitration, composed of distinguished lawyers and railway experts, whose duty it will be to hear and decide any differences which may arise between the railway companies.

There is nothing very novel, to any one acquainted with the operations of the London railway clearing house, in the machinery by which the through traffic will be conducted, with the exception that the way-bill is in duplicate, one portion of which will bear the receipt of the railway company for the goods delivered to it and will be returned to the consignor. This duplicated way-bill plays a very important part in certain eventualities, such as the rights of the consignor to stop the goods from being delivered to the consignee, etc. These are, however, matters of detail, upon the explanation of which our space forbids us to enter; and it only remains to us to express the pleasure we feel in directing the attention of our readers to this important international convention, and to congratulate its authors upon the success which has crowned their efforts to facilitate the railway communication and the exchange of products and manufactures between the various states of the European continent.

#### Franklin's Electric Light.

AS many of our readers are or have been telegraphers, we know they will be interested in the following from the *Boston Herald*, which we clip from the *Journal of The Telegraph*:

The Department of State has just received from Mr. B. F. Stevens of the United States

Dispatch Agency at London, an account of a historical electrical apparatus once used by Franklin, which he has recently unearthed in that city. Among other things Mr. Stevens says he has found that Franklin, during his last sojourn in England, made an experiment of an electric light, and that he could produce from his primitive appliances sufficient electricity to read by. This antedates the act of Edison by more than 100 years.

The lamp is in a good state of preservation, and has recently been tested by its owner, a gentleman residing near Philadelphia, who finds that it works as satisfactorily as when Franklin himself experimented with it. It is a curiosity of great value and importance in illustrating the history of electric lighting. It is by no means the same as the incandescent lamp of modern times, in principle, however, is that of the present day, without carbon points, this device was first invented by Sir Humphrey Davy in 1801, in demonstrating the practicability of electric lighting. The total length of the tube within which the light is produced is twelve inches and the diameter three inches. Each end is provided with an attachment connecting it with the positive and negative poles of the machine, which, it should be remembered, was the only means of producing electricity with which men were then acquainted.

The electric light in this rude but effective device was produced by the leaping of the intercepted current from the ball to the point. The ends of the tube are painted with undoubtedly for the same reason as the globes of the arc light are closed and the light given off is brilliant and of a blue color.

The machine with which Franklin demonstrated the electricity for this novel experiment is turned by a crank, grindstone like the most powerful and complete in the world. This crank turns a ponderous cylinder of glass, which is rubbed by brushes of leather covers. These brushes convey the electricity collected from the cylinder to the positive and negative conductors, supported on pillars, where it can be used for practical experiment. The machine is stationary and is capable of producing a spark of fifteen inches long. While simple in construction, it could hardly be improved upon by our wisest electricians. It is especially valuable for the advanced experiments of voltaic electricity which Franklin was engaged in during the period of his life.



## OUR LEGAL DEPARTMENT.

### IMPORTANT DECISIONS AFFECTING RAILROAD INTERESTS.

**REBATES AND ALLEGED UNJUST DISCRIMINATION.**—The decision of the United States Supreme Court in the case of the Union Pacific vs. Goodridge, recently reported, holds that all shippers must be treated by carriers with absolute equality, and distinctly recognizes the right of law-making bodies to regulate railways through railway commissions, especially that feature of state and federal regulation which requires carriers to obtain permission of the commission before granting lower rates to persons and places. The case was brought under a statute of Colorado, which prohibits unjust discrimination in practically the same language as that employed in the interstate-commerce law. The same rate, \$1 a ton, was in effect to Denver from both Erie and Marshall, but while Erie coal paid the tariff rate, Marshall coal was only charged 60 cents per ton, a rebate of 40 cents from the schedule rate.

The controlling effect of this decision, as a precedent in cases, both civil and criminal, arising under the interstate commerce law, is shown by the following extract from the opinion, which is by Mr. Justice Brown:—

"This act was intended to apply to interstate traffic the same wholesome rules and regulations which congress two years thereafter applied to commerce between the states, and to cut up by the roots the entire system of rebates and discriminations in favor of particular localities, special enterprises, or favored corporations and to put all shippers on an absolute equality, saving only a power not in the railroad company itself, but in the railroad commissioner, to except 'special cases designed to promote the development of the resources of this state. The statute recognizes the fact that it is no proper business on a common carrier to foster particular enterprises or to build up new industries but, deriving its franchise from the legislature, and depending upon the will of the people for its very existence, it is bound to deal fairly with the public, to extend them reasonable facilities for the transportation of their persons and property, and to put all its patrons upon an absolute equality. So opposed is policy of the act to secret rebates of this description that it requires a printed copy of the classification and schedule of rates to be posted conspicuously in each passenger station for the use of the patrons of the road, that every one may

be appraised, not only what the company will exact of him for a particular service, but what it exacts of every one else for the same service, so that in fixing his own prices he may know precisely with what he has to compete. To hold a defense thus pleaded to be valid would open the door to the grossest frauds upon the law and practically enable the railroad to avail itself of any consideration for a rebate which it considers sufficient, and to agree with the favored customer upon some fabricated claim for damages, which it would be difficult if not impossible to disprove. For instance, under the defense made by this company, there is nothing to prevent a customer of the road who has received a personal injury from making a claim against the road for any amount he chooses, and in consideration thereof, and of shipping all his goods by that road receiving a rebate for all goods he may ship over the road for an indefinite time in the future. It is almost needless to say that such a contract could not be supported.

"There is no doubt of the general proposition that the release of the unliquidated claim for damages is a good consideration for a promise as between the parties, and if no one else were interested in the transaction that rule might apply here; but the legislature, upon grounds of public policy, and for the protection of third parties, has made certain requirements with regard to equality of rates, which in their practical application would be rendered nugatory if this rule were given full effect."

This decision is regarded at the office of the Interstate Commerce Commission as an endorsement of its construction of the second and fourth sections of the Interstate Commerce law. The commission decided a case similar to this in 1887, the Providence coal case, and held that a discount for quantity shipped was unlawful. It also applied the same rule of construction in the "party-rate case." The Supreme Court, speaking through Mr. Justice Brown, did not coincide with this view when the case came up on appeal, but in the present decision, the same justice writing the decision, the court seems to recede from so much of its decision in the party-rate case as recognizes the right of carriers to apply the principle of wholesale and retail to the business of transportation. The recognition by the court of the right of a law-making body, while prohibiting differences in rates as between persons or between places, to empower a commission to grant relief from the operations of that rule in special cases, and the construction given by the court in this case



Goodridge to the words "circumstances and considerations," which are in the second and fourth sections of the Interstate Commerce law, as well as in the Colorado statutes, are believed at the Interstate Commerce Commission to be in line with its ruling under the fourth section, that carriers must apply to it for relief before they can charge less for the longer haul on the ground of competition between carriers subject to the act; and, consequently, that this decision points to the reversal of Judge Newman's recent long and short haul decision, which takes the contrary view. In regard to criminal violations of the law, that portion of the decision which discourages "fabricated claims for damages" as the basis of rebates from published tariffs is regarded at the office of the commission with especial satisfaction.

**RIGHTS OF RAILWAY COMMISSIONS.**—The decision of the United States Supreme Court in the case of the Union Pacific vs. Goodridge just reported holds that all shippers must be treated by carriers with absolute equality and distinctly recognizes the right of law-making bodies to regulate railways through railway commissions, especially that feature of state and federal regulations which requires carriers to obtain permission of the commission before granting lower rates to persons and places. The case was brought under a statute of Colorado, which prohibits unjust discrimination in practically the same language as that employed in the Interstate Commerce law. The same rate, one dollar a ton, was in effect to Denver from both Erie and Marshall, but while Erie coal paid the tariff rate, Marshall coal was only charged sixty cents per ton, a rebate of forty cents from the schedule rate.

**FAST MAIL TRAINS GOVERNED BY SAME STATUTES AS REGULAR PASSENGER TRAINS:**—The Supreme Court of Illinois decides that a train designated as a "fast mail train," and used mainly for carrying the mail, but which also has cars for the use of passengers, is a "regular passenger train," within the meaning of the statute, which declares that "all regular passenger trains" shall stop a sufficient length of time at the railroad station of country seats to receive and let off passengers with safety. [11. Cent. v. People, 33 N. E. Rep., 173.]

**PROPERTY DAMAGED IN TRANSIT TO A GREATER EXTENT THAN BILL FOR FREIGHT MUST BE DELIVERED WITHOUT COLLECTION OF CHARGES.**—In South Carolina it is held that if property is damaged, while in the charge of a common carrier, to a greater ex-

tent than the bill for freight, the lien of the carrier is extinguished; and the consignee not only has the right to demand the property of the carrier without payment of the freight charges, but retention by the carrier amounts to a conversion, for which trover will lie. [Miami Powder Co. v. P. R. & W. C. Ry., 16 S. E. Rep., 339.]

**SAMPLES IN TRUNKS AS BAGGAGE.**—In the Supreme Court of New York it is laid down that samples of merchandise contained in the trunks of a commercial traveler, and belonging to his employer, do not form a part of his baggage; and, where such samples are checked as baggage on a railroad over which he takes passage, the mere facts that he paid an excess baggage charge demanded because the weight of the trunks exceed the limit fixed for free transportation, and that he informed the baggage agent that the trunks contained samples, do not show that the company undertook to carry such samples as freight, so as to render it liable to the owners for their loss or destruction, in the absence of any showing that it or its agents were informed that the samples were owned by any one else than the passenger. [Talcott v. Wabash R. Co., 21 N. Y. S., 318.]

The Missouri Pacific Railway send gratis to the great public, works of art and literature in "St. Louis Through a Camera," "The Hot Springs of Arkansas" and "Summer and Winter Health Resorts."

"St. Louis Through a Camera" is certainly a tribute to that great city, its industries, and its lavish outlay in ornamentation of its streets, its buildings,—public and private—as well in its large area of public parks and gardens.

These works are certainly an honor to the Missouri Pacific Railway and its enterprising general passenger agent, H. C. Townsend.

They also issue pamphlets giving general information relative to those states which their lines traverse.

While a sentiment prevails that railways are engaged in grasping for the mighty dollar, these works demonstrate that railways are also engaged in the great work of education, and expend thousands of dollars every year in this direction.

WE have about sixty of Martin & Strachan's Guides which we offer to our subscribers at one dollar per copy. These Guides gives one at a glance, the total amount in dollars and cents, on any weight of freight, at any rate, and are a wonderful assistance in saving time, as well as assuring accuracy, and will save any agent much more than their cost in corrections on freight billing. Address

M. G. CARREL, Manager.



## TWIN CITY TWINKLES.

**TRAFFIC MANAGER A. F. BANKS**, Supt. of Telegraph George Gist, and Purchaser R. A. Dugan, of the Iowa Central, have all resigned lately. This action cleans out the old Central regime pretty thoroughly.

**W. G. HASKELL**, of Vinton, Ia., who has been traveling freight agent of the Burlington, Cedar Rapids & Northern for several years, has tendered his resignation. His successor hasn't yet been named.

**THOS. H. DIXON** has been appointed local freight agent of the Northern Pacific at St. Paul, Minn., vice C. E. Morse, resigned.

**L. C. STEBBINS**, formerly traveling passenger agent of the Great Northern in St. Paul, and later in Montana, has been sent to represent that company in the same capacity in the south, with headquarters at Cincinnati, O.

**PRESIDENT OAKES**, of the Northern Pacific, announces the appointment of J. W. Kendrick to the position of acting general manager of that company, succeeding W. S. Mellen, deceased. The opinion prevails that Mr. Kendrick will ultimately be appointed to this high position permanently.

**L. D. KENWORTHY**, contracting freight agent of the Minneapolis & St. Louis at Minneapolis, and formerly with the same company at St. Paul and at Angus, Ia., has been appointed yard clerk for the company at Minneapolis.

It is quite generally believed that upon the retirement of General Superintendent Case, which retirement is probable this fall, Superintendent Shields, of the western lines, will become general eastern superintendent of the Great Northern system.

The local passenger association at Minneapolis, formed under the rules of the Western Passenger Association, is now in good running order. Mr. E. Burdick, general agent for the Santa Fe at Minneapolis, is the secretary of the association.

**H. D. LOGAN** having retired from the city ticket office of the Omaha at Minneapolis, Mr. Chas. L. Smith, in the service of the company at Hudson, Wis., succeeds him as an assistant to Mr. Dunn, the agent.

### GENERALITIES.

Sweeping reductions in the general office forces of the Northern Pacific at St. Paul did not take place this month as rumored, although in the name of economy some reductions were made, especially in the auditor's department.

A new town has been established in Washington on the Pend d' Oreille river, about twelve miles from Newport, which lies on the main line of the Great Northern. This town is called Foatner, in honor of the president of the Great Northern Express Co.

THE passenger trains of the Duluth, Mesaba & Northern are now running into Duluth over the company's own tracks. Formerly entrance was had over the Duluth & Iron Range.

THE Great Northern makes regular seat rates to passengers wishing to patronize the luxurious buffet cars running on its new overland trains. Sleeping car passengers will continue to have free access to these cars, however.

AFTER paying out over \$1,000,000 back interest, \$250,000 for crossings improvements at Minneapolis, \$100,000 legal fees, and \$200,000 in physical betterments, the receiver of the Minneapolis & St. Louis R'y, in his report for 1892, shows a large sum of money still in hand, together with valuable supplies and bright prospects for the company's future.

THE Soo line now runs trains on its western division from Minneapolis to Minot, N. D. It is expected that this extension will meet the main line of the Canadian Pacific early in the fall.

By deals recently closed at Sioux City, Ia., it appears that the Great Northern will hereafter control the Sioux City & Northern R'y, while the Illinois Central will absorb the Pacific Short Line, and the new bridge and terminals built by the latter company at Sioux City.

**W. S. MELLEN**, late general manager of the Northern Pacific system, who died at Victoria, B. C., July 25th, was born in 1846 at Crete, Will Co., Ill., and was educated in the Chicago High School. He entered the railroad service in December, 1865, as telegraph operator at Milton Junction, Wis., on the Chicago & Northwestern, working his way up step by step until he became assistant general freight agent of that road. In 1881 he was appointed assistant general superintendent of the Atchison, Topeka & Santa Fe. In 1882 he returned to the Northwestern as general freight agent, and in 1885 became assistant general superintendent of that line. In 1886 he left the Northwestern to become general manager of the Wisconsin Central lines, and since July, 1889, has been general manager of the Northern Pacific's entire system. The General Manager's Association of Chicago passed the following resolution regarding Mr. Mellen's death:

*Resolved*, That the sympathy of the members of this association be extended to the



family of the late W. S. Mellen, who have lost a kind and indulgent husband and father, and in whose loss their grief is shared by the members of this association, who as an associate and also as an officer have held him in the highest esteem. His manly qualities have won the respect of his associates and the employees of the corporation which he so ably managed.

J. W. KENDRICK, recently appointed general manager pro tem. of the Northern Pacific railroad, was born at Worcester, Mass., Oct. 14, 1853. His early education was technical, and when only twenty years old he was graduated from the Worcester Polytechnic Institute. Although that had been his intention at graduation, he didn't enter railroading until six years later. His first active service was as levelman on a Northern Pacific survey in Yellowstone Park. The following year Mr. Kendrick was given charge of 160 miles of construction on the Missouri & Yellowstone division, and in 1883 his rise was so rapid that he was made chief engineer of the section between St. Paul and Brainerd. Since 1888 his position has been that of chief engineer of the Northern Pacific leased lines,—the Wisconsin Central, Chicago & Northern Pacific, and Chicago & Calumet, terminal roads being under his direct care.

F. O. W.

The *Railway World* of August 5th publishes in detail the points claimed in the celebrated discrimination suit of Hoover & Miller vs. Pennsylvania Railroad Company. A contract with a consumer was made, covering a number of years, at a certain rate, this rate conditional on a specified tonnage daily.

A dealer in the same commodity was unable to obtain as low a rate between the same points. The court, touching the question of discrimination in rates, held that the railway company did not transgress the law, as the "conditions and circumstances" were dissimilar.

At a meeting of the railway council of the privy council held at Ottawa, July 22, attention was drawn to the fact that the Grand Trunk company were issuing mileage tickets from Chicago to Suspension Bridge at Niagara Falls at a two-cent rate, which it is alleged, is discrimination against local traffic. It was pointed out that from one point to another in Canada the rate was two and a half cents and that the discrimination was in contravention of the Canadian railway act. The government has asked for proof of the charge and a report from the Grand Trunk people, when the matter will be dealt with according to the evidence forthcoming.

### The Train Dispatcher.

DID you ever think, you who have not been actually engaged in the operation, of the men, who, at the end of the division of a great railroad, control the hundred moving trains across the morasses and through the woodlands into the deep cut and through the tunnel, over the bridges, thundering through the hamlet stirring the dust like the whirlwind in their mad rush across the continent. On a great sheet ruled from top to bottom with columns for "train number," with stations printed on the side and lines ruled across the sheet at each named station, the record is kept; on the left of the center of the sheet the trains going west, on the right of the center the trains going east.

The first train going west is entered at the top of the sheet in the first left hand column, its number, its conductor, in engine number of cars and time of departure designated and each succeeding train similarly recorded.

The trains going east are entered on the right of the center and from the bottom in the same manner and the operator at each station telegraphs to the dispatcher the time of the arrival and departure of each train. The dispatcher enters this time in its proper column and opposite the station reporting it and as the trains following each other across the country, draw nearer, meet and pass onward the blackened, "time stained" train sheet shows to the dispatcher the relative position of the flyers.

When they are all on time and moving "by the card" it is all serene, but these times do not come often in railroad experience. For something is bound to lay out some train and throw them out of the time designated by the card; and "Extras," having no designated time, requires specific orders for all meeting points.

The dispatcher must know the road, the capacity of its sidetracks for meeting points, the curves and grades, the weight of trains, the engine's working capacity, the ability of the man at the throttle and the conductor and crew to execute their orders. On all this and much more depends the movement of the trains.

And in the little office and besides the clicking instrument the minds of men govern the movement of the great whirling commerce. Hundreds of precious souls are in their charge flying in comfort and security over the iron bands, giving not e'en a passing thought to the men who guides their course in safety through the intricate mechanism of the spinning wheels of commerce. G.



## PERSONALS.

Mr. W. F. Overdorf has been appointed ticket agent of the B. & O. Ry., Canton, Md.

Mr. George D. Smith has been appointed agent at Jones Point station, West Shore Ry.

Mr. W. M. York has been appointed station agent of the Nor. Pac. Ry., at Elkhorn, Montana.

Mr. A. Gratton has been appointed station agent of the Nor. Pac. company at Jefferson, Montana.

E. Baker has been appointed agent of the S. F. & W. Ry., at Winston, vice J. E. Griffin, resigned.

Mr. J. R. Williams has been appointed relief station agent of the Nor. Pac. company at Toston, Montana.

Miss Azile Moore has been appointed ticket agent at West Norwood station, West Shore railway, vice E. S. Van Wart.

Mr. J. A. Gooden has this day been appointed agent at West Nyack station, West Shore Ry., vice P. H. Joyce.

Mr. F. R. Cox has been transferred from Rockford, Ill., to Oak Park, Ill., where he is cashier of the C. & N. W. Ry.

Mr. E. McManus, agent, Grand Trunk Ry. at Copperville, N. H., has been transferred to the employ of the same company.

Mr. H. P. Hughes has resigned as general passenger and ticket agent of the Missouri, Kansas & Texas railway of Texas at Denison Tex.

Mr. Orrin Warner, traveling passenger agent of the Chicago, Burlington & Quincy, with headquarters at Chicago, has resigned that position.

Mr. J. Y. Baskin has been appointed acting commercial agent of the Mexican International at the city of Mexico, in place of Mr. C. K. Dunlap, promoted.

Taking effect August 1, 1893, Mr. P. G. Joyce is appointed commercial agent of the C. A. & C. company, with headquarters at Columbus, Ohio.

Mr. W. W. Root, formerly agent of the Cleveland, Cincinnati, Chicago & St. Louis at Louisville, Ky., has been appointed commercial agent of that road at Kansas City, Mo.

Mr. A. J. Adair writes us from Chicago, members of I. A. T. A. excursions for the past year will remember Mr. Adair as their sargent-at-arms. He is still with the Pullman Co.

Official announcement is made of the appointment of Mr. Charles B. Sloat as assistant general ticket agent of the Chicago, Rock Island & Texas, with headquarters at Bowie, Texas.

Mr. W. C. McCann, formerly connected with the Ohio and Mississippi ticket office at St. Louis, has been appointed assistant city ticket agent of the Chicago & Alton at Kansas City, Mo.

Mr. Jesse Neer, ticket agent of the Ohio & Mississippi at Springfield, Ill., has been appointed division passenger agent of the Baltimore & Ohio South-Western, with headquarters at Springfield.

Mr. O. H. Odell, formerly general freight and passenger agent of the Findlay, Fort Wayne & Western, has been appointed superintendent of that road, with headquarters at Findlay, O. Mr. C. I. Spear succeeds him.

Mr. W. A. Sprott, commercial freight agent of the Wabash at Cincinnati, has been appointed division freight agent of that road, with headquarters at Toledo, Ohio, to fill the vacancy created by the death of J. M. Osborn.

Mr. W. G. Crush, district passenger agent of the Louisville, New Albany & Chicago at Louisville, Ky., has resigned to accept the position of general passenger agent of the Missouri, Kansas & Texas lines in Texas. Mr. E. H. Bacon succeeds him.

Mr. E. O. McCormick, general passenger and ticket agent of the Cincinnati, Hamilton & Dayton railroad, has been appointed traffic manager of the Cleveland, Cincinnati, Chicago & St. Louis road, and will assume the duties of his new position September 1.

Mr. J. G. Woodworth has tendered his resignation as assistant general freight agent of the Union Pacific to accept on August 15 the position of general freight agent of the Iowa Central railway, vice A. F. Banks, who becomes traffic manager of the Elgin, Joliet & Eastern.

A scientific gentleman has had the blood of a live lamb introduced into his veins as a remedy for general debility. It is probable that there will be no unusual effect save an abnormal fondness for all girls named Mary.

"You can't suffocate a shoemaker," observed the exchange editor, "because he can always breathe his last." "If he does," retorted the financial editor, "won't it bring him to his waxed end?"—*Chicago Tribune*.



## NOTES AND ANNOUNCEMENTS.

Geo. H. Heafford, G. P. A., C., M. & St. P. will send you a book "How to see the World's Fair in six, three or one day," full of excellent suggestions.

Earnings of the Chicago & Northwestern system for the month of June show a decrease of \$57,993 as compared with those of the corresponding month last year.

The C. & N. W. will send you a "Daily memo book" and pocket dictionary a very useful article for visitors to the greatest show on earth, address Mr. F.M. Snavelly, passenger agent, 208 Clark St.

Railroaders visiting the World's Fair don't fail to see the Pullman and Wagner trains in the Transportation building. Also the Krabel Palace Car Co. train, an innovation in sleeping car and drawing room car combination.

President Hill, of the Great Northern, has completed arrangements for running a line of steamers between the road's terminals and Asiatic ports. Within a short time the company expects to have in service thirty steamships.

The Illinois Central with its through World's Fair trains from Van Buren St. direct to the fair without stop are doing a wonderful business, and deservedly so for their enterprise, for they whirl you out to the Fair in fifteen minutes.

The railroads at Chicago have been greatly disappointed in the attendance at the World's Fair, and now the country demands "war rates" which will reduce the revenues to such a figure that there will be little or no money to the companies.

Most of the railroads are large donors to the World's Fair funds. We were informed the Chicago & Alton alone gave \$90,000; and all roads in proportion, and the World's Fair will scarcely pay a dividend, thus the financial outlook to the companies seem dubious.

On July 15, a law regulating ticket brokerage went into effect in the state of Minnesota. This law requires each agent to display a certificate of his authority as an agent of a railway company for the sale and redemption of tickets. We were unable to get the full text of the law, and hope next month to give a synopsis thereof.

A Cincinnati dispatch under date of July 22, says:

"President M. E. Ingalls, of the Big Four road, will in a few days withdraw from the Central Traffic Association. This will in all

probability precipitate the abolishment of that association, which was organized in 1887, and now is composed of twenty or more leading lines. Mr. Ingalls said yesterday that the organization was inadequate to the purpose for which it had been formed. The Big Four had contributed much money toward its support and has not been benefited accordingly. Mr. Ingalls has already withdrawn the Big Four road from the Chicago & Ohio River Association, to take effect August 1."

## Poor's Manual For 1893.

In the introduction to "Poor's Manual of Railways" for 1893 a variety of important statistics are given. They show that in the last fiscal year the net increase in railroad mileage in the United States was 4,429 miles. The total length of track laid up to December 31 last was 175,223 miles. The liabilities and assets of the railroad companies in this country aggregate as follows:

### LIABILITIES.

Capital stock.....	\$ 4,920,555 225
Funded debt.....	5 463,611,204
Unfunded debt.....	285,831,888
Current debt.....	418,935,289
Total.....	\$11,088,933,289

### ASSETS.

Cost railroad and equipment.....	\$ 9,375,314,005
Real estate, stocks, bonds, etc....	1,629,243,371
Other assets.....	257,957,074
Current accounts.....	219,070,432
Total.....	\$11,481,584,882

The figures given include statistics of elevated railways also. Full statistics were received from companies operating 170,606½ miles of the total mileage not reporting operations, 1,259½ miles.

Exclusive of the business of the elevated railroads, the traffic returns show earnings as follows:

Passenger.....	\$ 293,557,476
Freight.....	816,716,759
Other.....	81,582,864
Elevated roads.....	13,414,924
Total traffic revenue.....	1,205,272,023
Operating expenses.....	846,663,503
Net earnings.....	358,638,520
Other income.....	114,619,545
Total available revenue.....	473,258,065

Following is a statement of payments from available revenue.

Interest on bonds.....	\$232,659,089
Other interest.....	6,600,799
Dividends.....	83,336,811
Rentals, tolls, etc.....	62,553,445
Miscellaneous.....	32,711,558
Total.....	\$417,861,702
Balance excess of available revenue.....	55,396,363



## THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Railway Service in General.

### OFFICIAL ORGAN

*The International Association of Ticket Agents.*

*The Railway Agents' Association.*

*The American Railroad Clerks' Association.*

*The New England Railroad Agents' Association.*

Entered at the post office at Cleveland, O., as second-class matter.

CLEVELAND, O.

THE CLARK-BRITTON & WRIGHT CO., PUBLISHERS,  
45-49 Sheriff Street.

R. W. WRIGHT, EDITOR,	Cleveland, O.
M. G. CARREL, MANAGER,	Cleveland, O.
GEO. A. ROUND, ASSOCIATE EDITOR,	Waltham, Mass.
C. S. BRITTON, PRESIDENT,	Cleveland, O.
C. R. CLARK, SEC'Y & TREAS.,	Cleveland, O.

ANNUAL SUBSCRIPTION, (Strictly in Advance,) \$2.00

SINGLE COPIES, .20

Advertising Rates will be made known upon application.

VOL. IX. AUGUST, 1893. No. 6

Remittances may be made by Draft, Postoffice or Express Money Order, Postal Note, or Registered Letter, and should be made payable to the order of THE CLARK-BRITTON & WRIGHT CO. Currency, unless registered, at sender's risk.

Advertising forms close on the 25th of the preceding month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

### PUBLIC OPINION AND LAW VS. RAILROADS.

An article in a recent issue of the *Railway Age and Northwestern Railroader* giving quotations on the common stock of railways on July 10th, says: "Arrange the quotations from the highest down we find that the common stock of forty-five companies, which chance to be given in that day's transactions, \* \* \* it appears that only four were quoted at par or above; while the rest, including a number of the strongest, best managed and *most prosperous* (italics are ours) of American railways range through the gamut of Wall street estimation down to 2 per cent., not to mention other stocks, not a few for which no price whatever is offered."

Continuing, it asks: "Does it look as if the railways were charging too much or were taxed too little when their capital stock is rated of so small value in the investment centre?"

In comment it says: "If the railways were paying and there was confidence that they would be justly treated, their bonds, secured by their entire tangible property and promising good rates of interest would certainly command high prices; and yet this is not the case. \* \* \* Certainly the railways as a whole are not in a prosperous condition, and are not able to stand further burdens. \* \* \* Folly and madness seem to rule the actions of a large part of the people toward this one interest—the one of all others, the prosperity of which is necessary to general prosperity. It is time that just, reasonable, sensible, public-spirited men arouse themselves to prevent the ruin which selfish, narrow minded and unjust agitators are participating."

That there has been and is injustice in matters of railway legislation cannot be denied, but it is largely the reaction of public sentiment.

How many land grants, and public and individual donations have been given to aid the construction of railway lines under certain expressed conditions and contracts which have been violated? How many people have been induced, under promise and with reasonable assurance of good returns, to invest in the stock of railway corporations and through sharp practices been deprived of even the principal invested?

How many cents actually invested does the dollar value of stocks represent?

Is it because of the attitude of the public toward the railroad, or the lack of confidence in the management fulfilling its agreement that stocks are so low? As a matter of investment common stock of any railway seems very uncertain; there are so many "preferred claims," "preferred stock," "first, second and third mortgage bonds," guaranteed, etc., that come in for their share first; for speculative purposes common stock may have a field with other "futures."

There are two sides to these questions, and when the "just, reasonable, sensible, public-spirited men" on both sides will meet and confess their sins of omission and commission, when the press and journals voice actual facts, not *half* truths, then will conditions more nearly approximate justice.

Let past and present facts and conditions be fully elucidated, concealing nothing; acknowledge that there are two sides to the controversy. In the great arena of public opinion discuss them freely and fearlessly; spread them broadcast. The common people are wonderous readers and deep thinkers; slow,



perhaps, to master detail, but they form opinions which change only through apparently good and sufficient argument. Their sense of justice countenances no jugglery of honor. Law is an actual guide of conduct, and contracts and promises are to be fulfilled to the letter. We believe the injustice to railways through legislation is the result of the pressure of public opinion, honestly intended to correct railway maladministration.

Public opinion, with distrust and suspicion intensified by selfish demagogues on both sides of the question, who, attempting to show innocence on their side and guilt on the other, impress the general reader and thinker that the whole system is corrupt.

G.

\* \* \*

#### IN ACKNOWLEDGMENT.

We are in receipt of letters from the following general passenger agents, containing words of commendation and good cheer, and promises to furnish us, from time to time, with matters of interest to our readers. We are sorry space forbids us publishing the full text:

A. J. Smith, L. S. & M. S. R'y; C. C. Jenkins, T. St. L. & K. C. R. R.; W. H. Fisher, C. H. V. & T. R'y; P. S. Eustis, C. B. & Q. R. R.; S. W. Cummings, Cent. V. F. R. R.; C. G. Hancock, P. & R. R. R.; Jno. Sebastian, C. R. I. & P. R'y; W. A. Thrall, C. & N. W. R'y; J. M. Hall, W. & L. E. R'y; W. J. C. Kenyon, C. B. & N. R. R.; W. H. Bennett, T. A. A. & N. M. R'y; J. W. Burdick, D. & H. C. Co.; J. E. Hannegan, B. C. R. & N. R'y; W. B. McNider, S. C. & N. R. R.; J. E. Terry, C. L. & W. R'y; J. E. Lockwood, K. C. F. S. & G.; B. F. Horner, N. Y. C. & St. L. R'y; W. L. Danley, N. C. & St. L. R'y; T. M. Emerson, Att. Coast Line; J. N. Babcock, P. & S. Stmr. Co.; O. P. McCarty, O. & M. R'y; A. O. McDonell, F. C. & P. R. R.; F. I. Whitney, Great Nor. R'y; Chas. S. Lee, Col. Mid. R'y; C. A. Cairns, C. & N. W.; Jos. Richardson, J. S. & A. & I. R. R'y; C. M. Pratt, M. & St. L. R'y; E. E. Posey, M. & O. R'y; J. H. Bennett, R. G. & W. R'y; Chas. S. Fee, Nor. Pac. R'y; D. J. Flanders, B. & M. R'y; B. Stockhouse, R. I. & P. R'y; E. A. White, Mex. Cent'l R'y.

Also the following secretaries of various railway associations, promising items, general and personal:

E. A. Moseley, secretary Interstate R'y Com.; Wm. H. Crafts, secretary Mass. R'y Com.; T. J. Stewart, secretary Penn. R'y Com.; J. J. Arthur, secretary Tex. R'y Com.; A. R. Humphrey, secretary Neb. R'y Com.; E. J.

Weeks, secretary Buffalo R'y Pass. Com.; A. F. McMillan, secretary Chicago R. R. Assn.; Paul Wadsworth, secretary N. E. G. F. A. Assn.; W. W. Halsey, secretary W. N. Y. Car Service Assn.; J. K. Dillon, secretary Pittsburg Pass. Com.; A. D. Smith, secretary Ohio Coal Traffic Assn.; Geo. C. Hills, secretary N. E. Assn. G. B. A.; A. J. Smith, secretary Am. Assn. G. P. and T. A.

With such a field to glean from, and such an array of talent, and those named are but a few of the legion whom we know will yet respond to our call, we feel assured that THE STATION AGENT will fill its mission "to instruct and unify" the great railway fraternity, and be welcomed by every railroader and their hosts of friends outside the circle.

M. G. CARREL, Manager.

\* \* \*

TOUCHING the principle of personal liberty and rights, Senator David B. Hill speaks as follows:

"In the realm of labor and in the domain of industry the principle involved in personal liberty cannot be too frequently asserted. The fact cannot be too strongly emphasized that every man's labor is his own and that he can do with it as he pleases. He has a personal right to name his own wages, his own hours, his own duties, and all the other terms under which he is willing to be employed, and if they are satisfactory to the one who hires, an agreement is reached and there is an end of controversy between them.

"The contract is a personal matter, with which no other workman or employer has a right to interfere. It is a bargain between two competent contracting parties, and it is nobody's business but their own. They are free from the restrictions of any other employer or employe and are not subject to the control or dictation of any association or organization to which they do not belong, and to which they do not owe any allegiance. These considerations of the relative rights of individuals engaged in labor pursuits, about which there ought not to be any dispute among well informed men, do not conflict with the obligations which workmen assume when they voluntarily join labor organizations, except in the matter of personal honor which may be involved and which may require submission to the conclusions of the majority.

#### "THE LEGAL RIGHTS

Of such individuals unquestionably remain the same, irrespective of the question of such membership. They always must be deemed to reserve the abstract legal right of repudiating



such membership whenever they so prefer, their withdrawal only occasioning such minor forfeitures or penalties as reasonable by-laws might inflict. They cannot be compelled to act against their will. Their personal rights cannot be jeopardized.

"In that view I fail to appreciate the analogy of a certain learned jurist of another state, who in a recent address seemed to apprehend serious danger to the peace and welfare of our free institutions occasioned by the manifestations of power and alleged defiance of authority on the part of certain labor organizations in the western states.

"In my opinion the citadel of personal liberty in this country is more in danger of being undermined by the ill considered opinions of some of its judges straining doubtful points and invoking quibbles in favor of corporate power and creating legal fictions to cripple the efforts of honest labor struggling against great odds to assert its dignity than from all the arbitrary demonstrations that were ever made by workingmen."

We give this extract of the utterances of Senator Hill touching the labor question, and personal rights and obligations, as it seems in terse language to express the conviction of a man of broad observation in the affairs of man, of society, and of government; speaking as a citizen, not as a politician, and which seems to touch in fairness "both horns of the dilemma."

G.

THE question of railway legislation, a railway party, or a railway plank in political party platforms on which the great army of railway employees might stand, has been suggested by the railway journals and the press generally throughout the United States.

THE STATION AGENT, recognizing the exigency of nonpartisan education, will endeavor to give its readers the best articles and arguments on both sides of this question. Advance must be on lines of honest fixedness of convictions based on the fullest attainable information. Whether right or wrong we are confronted with the fact that the legislators for the people, and by their approval and with their applause, have assumed to dictate in a marked degree how our railway business shall be transacted.

A government for the people and by the people was here established that despotism might not oppress, and it should be the study and the aim of this sovereign people to be just and equitable.

It has been demonstrated throughout the history of the world that force meets with an

unreasoning resistance, and has occasioned much needless waste.

Conditions, which seem an excuse if not a reason for bitter partisanship, have in a measure palliated those outbursts of the combative and destructive passions when calm afterthought has passed its judgment.

There was a conviction in olden times, not lost to the present, "that the Lord is on our side," whichever side that happened to be.

And a principle, like a natural object, seems vastly different from opposite points of observation. You could not reasonably pass judgment on a piece of statuary from just one side, and if, after a thorough inspection, your knowledge of the details of that wonderful art was limited, you would rather accept the judgment of the sculptor. If he told incredible things you might desire to satisfy yourself by other evidences.

The railway manager should know best what is for the interest of his railway, and as they, the railways, are the servants of the people, should serve the interests of the public, and should have the support of the public in all honest demands; beyond this they transgress their moral rights and infringe the rights of others. There should be no effort or necessity to cover honest conditions.

The columns of THE STATION AGENT are open to all.

"Come let us reason together." G.

ATTENTION is called to a decision of the Supreme Court of Illinois—in our Legal Department—wherein the statutes of Illinois class fast mail trains as regular passenger trains, and the court rules they "must stop at all stations of county seats to receive and discharge passengers." We presume a just judge has decided in accordance with the letter of the law, but should all states have, or enact such laws, it would be a greater injustice to her people than to the railway companies, and such statutes existing should be repealed. It is not necessary for fast mail trains to stop for mail pouches, and if they carry passengers it is more often because a coach or sleeper car be conveniently hauled in addition to the requisite number of mail cars.

We hope the legislative branch, or the judicial arm of state governments, will not obstruct the United States mail. G.

ATTENTION is called to the article from the pen of Mr. C. P. Leland, auditor of the L. S. & M. S. railway, on page 5 of this issue, particu-



larly to the facts borne out by carefully prepared statistics of this great railway, covering a period of forty years. Thirty-three years of this time Mr. Leland has had charge of the auditing of this company, or some of its component parts, and no company has a more complete system.

Mr. Leland is a gentleman who delights in educational measures, active in all advancement and reform, not only as pertaining to railway matters in every department, but to those of his city and country, as public records testify.

Our readers are promised more from the pen of Mr. Leland in future issues.

G.

*The Travelers' Official Guide* is undoubtedly the most used of railway publications. In the July issue they give editorially some facts and figures relative to its growth during the last twenty years. The publishers certainly deserve much praise and financial success for their painstaking care and accuracy in placing in the hands of the public, not only of this country but the world, correct time cards, and much general information, of the vast network of railways of the United States, Canada and Mexico.

G.

#### September 3d

The Nickel Plate Road will run another of their popular low rate excursions to the World's Fair. Usual low rate. Remember that the Nickel Plate Road has a superb new passenger service.

#### OUR REVIEWS.

*Lippincott's* for July is filled with pleasing articles, each one equally interesting.

*A Boys R-public*, *Mrs. Gladstones Good Works*, and other contributions of interest and merit.

*Adventures With Wild Beasts*, being the experience of Karl Hagenbeck, the lion tamer, exhibiting at the World's Fair.

*The Human Documents*, illustrating by photographs the development of noted men throughout the growth of years.

*Fanny Kemble at Lenox*, relates many incidents in the life of the famous tragedienne, while spending her summer at the famous resort.

*Personal Reminiscences of Edwin Booth* by General Adam Badeau, a finely worded tribute to genius and perseverance from the heart of a friend.

*A Story of a Sea Fight*, by Coran Doyle stirring the blood to action by its wonderful word picturing of the chaos of hate, death and destruction in naval warfare.

*The Locomotive Engineers Journal*; *The Fireman's Journal*; and *The Trainmen's Journal* are all worthy of a place on the family literary altar or the library.

G.

*McClures Magazine* for August, being volume one and the third issue, comes to us replete with rare gems of literary merit, entrancing in interest and variety.

The Missouri Division have also started their division organ almost a counterpart of that of the Kansas Division. **THE STATION AGENT** wishes them both every success.

*What the United States Owes to Italy*. Gwoanni P. Morosini points out in well chosen wordings that to Italy the United States owe Columbus, Amerigo Vespuccio, advancement in music, painting, sculpture, double-entry bookkeeping all these and more are due to Italy."

*The Troublesome Lady*, by Patience Stapleton, a story of the west, as unconventional as the life of the mountain dwellers, touches us with a sense of varied mountain views, dark storms and highest sunshine chasing across the mountains and the valleys typified in the recital of the lives of its characters.

*On the Way* is an interesting description of the Nation's Capital by Julian Hawthorne. He says that when a boy he used to go to a picnic by the most picturesque and agreeable route and now, as an old man, he intends to precede the great picnic of the nations by a pleasant day spent in Washington and Mount Vernon.

*Chicago Architecture* gives the characteristics of Chicago's business blocks, the much-ridiculed "sky-scrapers" and the author, Barr Ferree says that they have been wrongfully traduced and Chicago may well be proud of her noble edifices, in perfect proportion, of plain exterior, and artistically decorated interiors.

*The Real Conversation* between Eugene Field and Hamlin Garland touch responsive chords in every readers life in reminiscences, thrilling with an inspiration of genius in literary pursuits which Mr. Field so frankly acknowledges is attained through work and patience, "It's when a man gets a pen in his hand and sweats blood, that inspiration begins to enter in."

In *A Wild Night on the Amazon* is portrayed the terrible experience of a small party during the tidal wave, while peacefully enjoying the calm beauty of this tropical region. They are suddenly overtaken and overwhelmed by the severity of a storm wherein earth and sea and sky and air seems incarnate with destruction, darkness and death vying the one with the other for fiendish supremacy.

The Kansas Division R. A. A., are publishing a paper called *The Kansas Railway Agent*. It has just reached number three. That Division is very active, and its officers energetic. Their newspaper venture is very credible and we hope has the support of every member. It certainly will assist in the growth of the order in that state.

#### Heavy East-Bound Travel.

On account of growth of east-bound business, the Nickel Plate Road will inaugurate a new through express on Sunday, Sept. 3d. Palace sleepers Chicago to Buffalo and direct connection at Buffalo for all points east.





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SECRETARY AND TREASURER	R. W. WRIGHT	CLEVELAND, O

### Notice.

ALL communications for the official department of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself responsible only for such matter as may appear in our official department. While we have the utmost confidence in *THE STATION AGENT*, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by any affiliation with ours or any other organization.

### Changes in the Constitution.

ONE of the gravest matters requiring the attention of the association is that which looks to closer attention in handling our membership throughout the country. In the opinion of the writer, and of nearly all the leading spirits of the association, the local and state division policy has proved a failure. If state divisions had been kept up properly in the past the association would to-day be one of the most powerful organizations of railroad employees in the country, both in point of numbers and popularity among agents and officials. The Grand Division has met with many discouraging obstacles. It has been found impossible to control local divisions.

Some of these divisions have been excellently handled, but even where this is the case, the local division officers have had their hands tied. Their station duties have kept them closely confined, and they have not been able to work up many ideas which would have kept our members in line. In other cases, division officers have proven absolutely indifferent, and the affairs of their divisions have suffered accordingly. We must have local divisions in order to bring members together personally and carry out the policy of the association, but the first thing to be considered is the holding of all members in line. Every member is entitled to prompt attention in the matter of correspondence and the forwarding of membership certificates and traveling cards. This can be well attended to by division secretaries, upon whom all the work falls, when the division is one not too large, but in cases of large divisions it is difficult to handle the work. The Grand Division is supported by the association. It is a clear waste of money to keep up expensive local division organizations when the same work can be attended to by those who must of necessity devote their entire time to the association.

The plan proposed is as follows:

State and local division lines to be kept up as now, except that so far as possible it will be the policy of the association to create small and compact local divisions.

All dues to be remitted direct to the Grand Division, and membership certificates and



traveling cards to be issued direct by the Grand Division.

Each local division to receive its proportion of the dues monthly from the Grand Division, such funds to be held for use in paying expenses of delegates to the national convention, getting out advertising matter, etc.

The Grand Division to receive its present proportion of dues, but each local division to be charged a certain amount per capita for the extra expense connected with this increased work thus thrown upon the Grand Division.

All matters directly pertaining to local division affairs to be handled as now by local division officers.

The only change in this plan would be that it would do away with a large part of the expense of conducting local divisions and permit all the resources of the association to be put to the best possible use. When our ammunition is low it is good policy to concentrate our fire and not to scatter it aimlessly. We do not believe that any member of the association who reads this issue of our official paper will entertain the idea that the association, through its Grand Division, is not endeavoring to advance the interests of the organization. While many members have clamored for more action, the Grand Division has pushed its way forward and has taken no step which would afterward have to be retraced. In a movement of this kind haste is impossible. "Be sure you are right; then go ahead," must be our motto. The writer is firmly convinced that the success of the association depends upon relieving local divisions of the collection of dues and the keeping of members in line. If any member doubts the wisdom of this policy, he could be quickly convinced of it by an examination into the records in the Grand Secretary's office. Valuable time and money have both been expended to keep some divisions in good shape, yet without success, where if the entire matter had been in the first place handled by the Grand Division there would have been no trouble. We do not intend by this plan to destroy the autonomy of the local divisions, but rather to place them in a position where they can direct their best energies to advancing the interests of the association. It is not a matter of personal aggrandizement, but for the best interests of the cause we are all laboring to advance.

It is safe to say that the majority of our local divisions are in favor of this change beginning with the first of the ensuing year. In order to bring it about there must be either a

constitutional change or else the unanimous consent of all divisions, to be decided by a majority vote of members. We want every member to carefully consider this matter. In our next issue we will have more to say on the subject, but in the meantime we desire the views of members generally. Remember this is not intended to break down division lines, but rather to strengthen them, and its only object is to permit the expenditure of our funds in the most effective manner possible.

Many local division officers have written us in favor of this plan and some in opposition. We feel that the latter have not carefully and thoroughly considered the subject. The following letter from the efficient secretary of Missouri Division shows how one of the strongest divisions in the association feels in regard to this matter:

RAILWAY AGENTS' ASSN., MISSOURI DIV.,  
KNOB NOSTER, MO., Aug. 16, 1893.

Mr. A. M. North, Grand President, New Castle, Pa.:

DEAR SIR AND BROTHER:—Since receiving your letter of July 17th I have been thinking over that contemplated change the executive board had before them, and the idea to me seems to be good. I am of the opinion that it would be best to throw the collection of dues and issuance of traveling cards into the Grand Division. I think that is the proper place for the card to come from. Also the Grand Secretary would have the lists at hand, and in my opinion this would greatly remedy the trouble about members getting the official paper. Take it as a rule, and judging most local secretaries by myself, our stations are sufficiently heavy with the limited help allowed to take up all our time, leaving very little time to be devoted to correspondence and other matters pertaining to the association. As long as a division has a small membership the secretary can run his station and handle the work, but when times of refreshing come, such as Missouri Division has been having, growing at the rate of about 50 to 75 per month, then the secretary finds himself falling behind either with his office or association work. I would be glad to-day if I could turn the collection and card part of our division over to the Grand Division, and then that would leave us plenty to look after in the division secretary's office. I would like to see that discussed through the papers of the various divisions and Grand Division. Of course, I may be wrong in my ideas, but would like to hear it discussed pro and con. I am for whatever is to the association's best interest, let that be what it may.

Fraternally yours,  
E. MCDANIEL, Sec'y.

This matter will have to be laid before the Committee on Constitution appointed at the last convention. This committee consists of the following members: Chairman, A. H. Harvey, agent Mo. Pac. R'y, Atchison, Kan.; W.



K. Jamieson, Bonnierville, Ky.; J. R. Mulkie, Union City, Pa. All changes in the constitution should be submitted to this committee. In the meantime, however, if we can obtain the consent of the local divisions the plan can be put into operation, commencing the first of the year, without waiting the action of the convention, and we trust that every member will realize that this is to the best interests of the association.

#### Our Next Annual Convention.

THE question of the next annual convention of the association is now being considered by the Grand Division, and arrangements will be speedily perfected so that all members will be thoroughly advised in time to make their plans accordingly. Two places have been considered—New Orleans and Boston. The original plan of holding the convention at Old Point Comfort has been abandoned, as this is a fashionable watering resort, and it is doubtful if satisfactory arrangements could be made for handling so large a party as ours will be. The general sentiment appears to favor Boston, with side trips to various points of interest throughout New England; the going trip to be made from Chicago via Niagara Falls and Albany, and the return trip by way of New York. A delightful excursion could thus be arranged, and it would afford our western and southern members an opportunity to visit the popular resorts of the east with which few of them are now familiar. We have been south and west; now is the time to go east. We have assurances from the various roads that every courtesy will be extended to the association, and in addition to this, much interest is being manifested in association affairs in the New England states, so that the field is now ripe for action in that section of the country. Members can rest assured that the excursion of 1894 will excel anything so far attempted in the history of the association, and that its results will be of great benefit to our organization. The date will probably be in June, although if a southern trip is made it will be in February. In the meantime we would be glad to hear from any member of the association on the subject. Let us have your views and suggestions.

It is a pleasure to note the addition of another through train to the already competent train service of the Nickel Plate Road. It will leave Chicago about 8:00 a. m. and reach Buffalo at 3 or 4 the following morning. Through sleepers Chicago to Buffalo. Direct connection at Buffalo for all points east.

#### The R. A. A. and The Station Agent.

IT will be a matter of congratulation on the part of all members of the Railway Agent's Association that our official paper has cut loose from affiliation with other associations and will in the future give its entire attention, so far as association matters are concerned, to the R. A. A. The International Association of Ticket Agents was brought into existence by THE STATION AGENT, but the time has come when the paper can no longer serve two organizations which are to a certain extent conflicting in the interests. The large circulation of THE STATION AGENT and its influence in railroad circles have done much to give the I. A. T. A. the prominence it has achieved and the editorial policy of the paper has been absolutely neutral. But it now realizes that it must work for the good of the great number. The International Association of Ticket Agents is composed of many worthy and popular ticket agents, but it does not represent the great mass of ticket agents of the country. The Railway Agents' Association has stood to one side in the past and has not pretended to be an organization simply of ticket agents. Yet it has within its ranks vastly more coupon ticket agents than the I. A. T. A. has even had its entire membership. We do not desire to say anything against the I. A. T. A. Many of its members are also members of the R. A. A. and every member must feel a certain amount of pride when he considers the magnificent courtesies which have been shown to this organization. But let it be remembered that these courtesies have not been intended for the I. A. T. A. alone. No railroad company would care to make heavy expenditures for an organization with but a few hundred members, if it were not for the effect it would have among the great mass of agents throughout the country. The thousands of readers of THE STATION AGENT outside the I. A. T. A. and the members of the R. A. A. as well, have appreciated these courtesies to the station service and have reciprocated in a substantial manner. We know that no road which ever extended its hospitalities to either the I. A. T. A. or the R. A. A. has lost anything thereby. Hundreds of cases could be instanced where such roads have remembered by agents in a most substantial manner.

The I. A. T. A. however must not take to itself all the credit, nor all the prestige in this matter. Its officials and members should remember that these favors are shown not to them as individuals, but as representatives of



an important branch of the service and that when the association ceases to be regarded as the representative organization of this branch of the service it cannot hope to receive such favors nor could it consistently request them. The Railway Agents' Association has been content that the International Association of Ticket Agent should receive the glory while it continued to do the hard work. The I. A. T. A. has never advanced a single suggestion for the betterment of the station service. Its first and only thought has been to give its members a good time once a year at someone else's expense and to keep its membership as

as to practically debar the majority of ticket agents from joining in order that its membership may be kept small for reasons given above.

For a year past neither the Railway Agents' Association or THE STATION AGENT have been able to consistently endorse the I. A. T. A. It has had no objects which could commend themselves to the great army of agents who look for something in organization more than a yearly trip, which only a few can enjoy. We have now cut loose from the I. A. T. A., and we are free to say as we never have been before that the hope of the station service,



small as possible so every member could attend the annual excursion. This is foreign to the ideas of the organizers of the I. A. T. A. and they have watched with regret the course of that association. It has done nothing for the real good of agents while the Railway Agents' Association has labored night and day in their interests. The leading spirits of the I. A. T. A. have repudiated the idea that it is anything more than a purely social organization and have declared in so many words that it does not desire to take up any matters looking to the advancement of the branch of the service which it is supposed to represent. It has placed its initiation fee at such a figure

lies alone in the Railway Agents' Association. This is not a mere idle boast or assertion. Facts will sustain it and every member of the I. A. T. A. and the R. A. A. knows that it is true. THE STATION AGENT has stood ready for a long time past to drop the I. A. T. A. but it did raise objection to the action of a few, who having been opposed to the paper on account of its connection with the R. A. A., sought to upset the express wishes of the majority of the organization in order to carry out a scheme of their own. Neither the paper nor the R. A. A. has the slightest desire to say anything harsh against the I. A. T. A. We sincerely regret that the magnificent possi-



bilities which lay before the latter organization should have been so recklessly thrown away. But what has been the loss to the I. A. T. A. has been the gain of the Railway Agents' Association, which is every day more firmly entrenching itself as the representative organization of the employees in the traffic department. If ticket agents desire to pay ten dollars initiation fee and five dollars yearly dues for keeping up an organization which has as its only object an annual junket, that is their look out and we shall be glad to see so much enterprise shown on the part of agents. If railroad companies are willing to extend courtesies to an organization which does not represent the class of agents whom they are seeking to please, by tendering such hospitalities as have been accorded in the past, we are still more pleased and will do what we can to keep up the good feeling all around.

In the meantime the Railway Agents' Association will mind its own business and will continue to work for the interests of agents, both at large stations and small, whether they can get away from their posts of duty to attend conventions and take in excursions, or not. Its policy will continue to be "Better men at better salaries, better service on a better basis, and the greatest good for the greatest number." If it has to sell its right of agitation and its virile manhood for a mess of pottage in the shape of a free excursion, it will go out of business and unless we very much mistake the temper of its members and of the agents generally throughout the country, it will pay the way of its own members to every convention rather than do so. But fortunately there is no necessity for this. Officials recognize manly independence when they see it and the conservative but fearless policy of the Railway Agents' Association is meeting with universal commendation on every hand.

The members of the Railway Agents' Association are proud of their organization and its policy, and they have reason to congratulate themselves and the station service that our popular official paper is now with us heart and soul, and for us alone.

### **The First Cheap Excursion to the World's Fair.**

Is via. Valley & B. & O. railways, Sept. 4. Train leaves Cleveland at 6:30 p. m. Rate for adults \$10; children five years old and under twelve \$5. Tickets good only in day coaches in either direction, and returning on all regular trains for ten days. Call at ticket office 143 Superior St., or depot, foot South Water street.

### **Our New Membership Certificate.**

THE Grand Division of the R. A. A. is hustling itself these days. Here is the new certificate which has been gotten out for future use. It is finely lithographed and is printed in two colors on heavy paper. All members will be furnished with new certificates upon application to local division secretaries upon receipt of ten cents. For forty cents additional a frame will be sent post paid by mail, so that the certificate can be hung up in an office where it will make a handsome ornament. The old certificate has long been an eyesore, and members will be pleased we are sure to note this change.

### **The Payment of Dues.**

THE local and state division plan in the association has proved a failure and some change must be made at the next annual convention if it cannot be done before by the universal consent of all division. Many divisions have kept up their work in good shape but others have allowed association matters to go to rack and ruin. Nearly every movement in the interests of the association has come from the Grand Division and this must of necessity be the case, as local division officers are closely confined by their station duties and have not the time or opportunity to study the situation and work out the policy of the organization. The greatest losses which the association has suffered have been through the falling off in local divisions, and we feel assured if all these matters could have been handled through one office, that a vast majority of the members could have been held in line. We have dwelt more fully on this subject elsewhere in this issue and commend it to the careful consideration of all members. In the meantime we most consider the best plan to bring back into the association the members who have been lost through the failure of the state division plan. The following letter has been sent to division secretaries on this subject:

#### *To Local Division Secretaries:*

"The question of bringing back into the association the members who permitted their dues to lapse is one that ought to receive the most careful attention of both Grand and Local Division officers. We are now on the eve of an active and aggressive campaign. The circular letters of Local Division officers, copy of which is enclosed you herewith, will show you what we propose to do. The bulk of our



delinquents have dropped their membership because they felt that the association was not doing anything for them and that consequently it was of no benefit. Not even the most radical agent could expect us to do more than we are now proposing to do. While we might desire to go further, yet every intelligent agent must realize that nothing could possibly be accomplished by coercive measures. We have been working for several years past, as it were, in the dark. We have finally formulated a feasible plan one which has been slowly evolved as the fruit of years of careful study and investigation into the peculiar conditions governing the station service. Its agitation cannot work to the personal detriment of any agent and if persisted in will give us what we so long have labored for. We must not permit our old members to be lost to the association. When our present policy is thoroughly explained to them I believe that the great majority will once more give their support to the association and that we will regain many the members who have dropped out. Your division has suffered in this respect. Let me urge that immediate steps be taken to reinstate all old members who are now in arrears. I feel certain that the officers of your division will be willing to agree to any plan that will strengthen our ranks. I enclose copy of a circular which I would suggest that you send out at once to all members. Have it printed and send to all members who are in arrears. If you desire any copies of the pamphlet "Equalization of Salaries" please advise this office and same will be furnished you. I am sending out circulars from this office to all members urging the prompt payment of dues. I wish also that you would send me a list of members in arrears so that something can be done here to work up these delinquents. The enclosed letter in regard to the canvassing of the railroad lines in your territory is self explanatory and I trust that I shall hear from you soon on the subject. All these measures are imposing considerable work upon the local division secretaries, but this is a critical period in the history and the association expects every member and particularly every officer to give his earnest co-operation to the good work."

Fraternally yours,

R. W. WRIGHT, Grand Sec'y.

The circular referred to is given below. We want every member to read it carefully and act on the suggestions it contains. If you have not already received a copy from your local division secretary don't wait for it

but send in your dues at ones and be in line.  
*Dear Sir and Brother:*

"In checking over the membership list of this division we note that you have allowed your membership to lapse on account of non-payment of dues. Having once given your support to the Railway Agents' Association, we feel sure that if you will look into the present policy of the association you will endorse the same and continue with us in the work. It has been decided to readmit all members in arrears upon payment of dues for current half year. We are on the eve of an aggressive and active campaign in the interests of the employees of the station service, and we want to bring back into the ranks all those who have dropped out in the past, as we need the co-operation of every agent who has at heart the advancement of the interests which we represent.

Some members, possibly you are among them, having dropped out of the association believing that it could not or would not do anything for its members. Stop a moment to consider the difficulties in the way of successfully combating the opposition to organized labor on the part of railroad officials and of overcoming the obstacles which have confronted the officers of the Railway Agents' Association. A labor organization on a striking basis is an absolute impossibility in the station service. The diversified interests which we must consider have made such a policy impracticable and even those who have advocated it would not have stood by the organization in case of an open conflict with the "powers that be." The arguments against such a policy have been given so many times that it is not necessary to repeat them.

Lacking the element of strength which has held together organizations of other classes of railroad employees, we were for a long time at sea, but finally a definite policy was shaped and for a year past the Railway Agents' Association has been working on a plan of action which we believe will accomplish what we have so long sought to attain, i. e. recognition of the station service and a readjustment of salaries upon a fair and equitable basis. In this circular we cannot explain at length our policy but as you have undoubtedly read our official paper, you are familiar with the subject. What we intend to do at once will, however, interest you.

Arrangements are being made to canvass the line of every road on which the association is represented, and all others as soon as possible and when the agents employed come into



the association, with a petition addressed to the management of the road requesting a conference looking to the adoption of the plan of equalizing salaries proposed by the association. What the result will be time alone can tell, but we must succeed in the end and this is a grand start in the right direction. Any agent who is so dead to his own interest as to refuse to give his support to this movement can have no one to blame but himself for possible failure.

A copy of *THE STATION AGENT* for the current month will be sent you containing full particulars of our plan. Read it carefully. Can we not count on you? Do not be a deserter from the ranks just as we are about to enter into the most critical period of our campaign. Send \$2.50 for dues to the end of the current half year and all will be forgiven."

The payment of dues is of the first importance to the association as it is to every branch of business. We are suffering from "hard times" just at present, but our members are still receiving their salaries and they ought not be so cramped for funds as not to be able to meet an obligation of this nature. Don't put off this matter but act at once.

If you desire to drop out of the association, ask for a withdrawal card. Do not permit yourself to be suspended for non-payment of dues.

#### The R. A. A. Badge.



CONSIDERABLE dissatisfaction having been expressed in regard to the old badge of the association on account of the blindness of the design, the Grand Division has had manufactured a new badge, which is shown herewith. It is in three colors—gold, blue, and white—and makes a beautiful emblem. Buttons will be furnished to all members upon receipt of \$1.50, and all orders should be sent to the Grand Secretary. Every member should have one of these emblems.

The following named gentlemen comprise the official board of the Texas Division R. A. A.: President, J. T. Clements, Fort Worth, Tex.; 1st vice-president, H. L. Preston, Cleburne, Tex., vice S. S. Prince, resigned; 2d vice-president, R. I. Love, Lott, Tex., vice E. A. Sterling, resigned; secretary, H. A. Rumpfelt, Wilmer, Tex., vice C. Collins, resigned; treasurer, F. L. Sheeks, Mexia, Tex.

I cure all Kidney, Liver and Bladder Diseases, however caused. Write for particulars. J. H. DYE, M. D., Buffalo, N. Y.

#### A Circular To Members.

THE following circular has been mailed to every member of the Association is published here that it may reach any member who should have possibly not received the same. The present financial stringency has affected the association as well as everyone else and we urge that every member remit his dues at once, in order that the energetic work undertaken by the Grand Division may be carried on.

*Dear Sir and Brother:*

As you are probably aware dues for the current half year amounting to \$2.50 are now payable and should be forwarded to your division secretary at once, if you have not already done so. This circular letter is in the nature of a reminder from the Grand Division and is not intended as dun, for we have not yet had time to receive reports from local divisions, and therefore address all member of the association alike.

We enclose some printed matter which will interest you and which will give you an idea of the progress being made by the association in various matters which are of vital importance to us all. The pamphlet entitled "Salaries in the Station Service" is of interest to every agent. Twenty thousand copies of this little book have been printed and placed in the hands of railroad agents and officials. We want to canvass every railroad line in the country with a petition which will bear the signature of agents, addressed to their employing officials and calling attention to this matter. In this petition we will state that "the agents do not desire to encroach upon the prerogatives of their superior officers nor to make any demand, but inasmuch as this is an important subject to all concerned we venture to call your attention to the views of the association as set forth in accompanying pamphlet, in the hope that the same may meet with your approval and that it may lead to a consideration of the matter which will result in substantial benefit to all concerned."

This is in substance our plan, which will, of course, be varied so as best to suit local situations. What the result will be time alone can tell, but it is certain the only chance for the men in the station service. We can accomplish nothing by force and this we consider the most practical and feasible plan yet offered. It can be put in effect only at considerable expense and great labor, and we trust that, if it meets with your approval, you will do your share to furnish the necessary wherewithal.

We also call your attention to the papers relative to the Surety Company. This is a



project that is attracting much attention in railroad circles and it is one that you cannot afford to ignore. The circulars are self explanatory. Read them carefully and if you have not yet subscribed for stock do so at once, if your finances will permit. Not only this, but try to place as much stock as you can among other bonded employees of your acquaintance. The Grand Secretary will be pleased at any time to furnish more detailed information on this subject or any other connected with association affairs. Think over this matter carefully and if you believe that the association is worth to the station service the small cost imposed upon its members, less than one and one-third cents a day, send in your dues to the proper office at once.

It will be a matter of interest to all members to learn that our official paper, *THE STATION AGENT*, has retired from the field as the official paper of The International Association of Ticket Agents and will hereafter devote its entire energies to advancing the interests of the Railway Agents' Association. The success of the I. A. T. A. has been largely due to the efforts of *THE STATION AGENT* and it is a source of congratulation to all friends of the R. A. A. that it will in the future be the official organ solely of our association, thus giving us a prestige in railroad circles which we would not enjoy otherwise. Mr. M. G. Carrel, organizer and ex-secretary of the International Association of Ticket Agents, has taken charge of the business management of *THE STATION AGENT*, thus relieving your Grand Secretary, who has been overwhelmed with his numerous duties in connection with the paper and the association. *THE STATION AGENT* will be better and brighter than ever, and special efforts will be made to get it to all members in good standing, promptly and on time in the future. Mr. Carrel will also be actively interested in the Railways Agents' Association, which we intend to make the only organization of agents, either ticket or freight, in the country.

Mr. W. W. Spencer, for several years a well known member of the Railway Agents' Association, and for a year or more past on the road as a special organizer, has been appointed Assistant Grand Secretary, and will have charge of the routine work of the Grand Division. The Grand Secretary will thus be enabled to attend to local division meetings and look after the outside work of the association.

Preliminary arrangements are now being made for the next annual convention of the

association. New Orleans has been suggested, and also a trip to the New England States. Much will depend upon the action of the railroad companies, but an enjoyable excursion is assured in any event. Members will be fully advised in our official paper.

Let me again urge you to attend to the matter of your dues at once. If you are in arrears, send amount of dues to your local secretary and request for reinstatement. This can undoubtedly be arranged. We don't want to lose a single member this year.

Fraternally yours,

R. W. WRIGHT,  
Sec'y Grand Div.

#### Our Plan of Action.

NEVER in the history of the Railway Agents' Association has so much interest been manifested in its affairs as at the present time. This interest is confined not alone to agents but officials as well, who are watching our effort to effect a change in the management of the station service. The pamphlet which the Grand Division has sent out entitled "Salaries in the Station Service" has attracted universal attention, and the plan by which it is proposed to bring this matter to the attention of our superior officials in such a manner as will make more certain a recognition of our position has been hailed with delight by agents and other station employees. We are just entering upon the campaign. For several years the Railway Agents' Association drifted upon the troubled sea of fraternal organization without compass, chart or course. Its crew were brave hearted, enthusiastic men, its various commanders and pilots experienced and able, but they knew not where they were sailing, nor were they acquainted with the shoals and reefs which bound the coast of the promised land. Two years ago the clouds began to break away, and light was seen. Then came new blood into the association, a new policy, new ideas, new methods. We distinctly outlined our plan of action and began to work on the details. Progress was necessarily slow. Every move had to be carefully calculated and studied over. In the meantime members who judged only of absolute and definite results began to be impatient. The association has lost many members, although it has gained more than enough to make up the loss. Old members became faint hearted, and while offering no suggestions themselves, gave up the fight because they could not understand or see where the immediate benefits were accru-



ing to them. Fortunately the new recruits have more than taken the place of the old deserters, but we want all our old members back again in the ranks, and when they have read this issue of *THE STATION AGENT* we feel sure that the majority of them will realize the mistake they have made in dropping their membership. The Railway Agents' Association is constantly growing, but if we could recoup all our losses in the last two or three years we would have one of the most powerful organizations in the railroad service.

The Railway Agents' Association, after two years' work on preliminary details, is ready to enter upon the campaign. Our plan for the equalization of salaries has been fully outlined in these columns. We want to be as nearly under the control of the traffic department as possible. We want salaries in the station service based on the revenue earning capacity of the stations, taken into consideration also with the duties of each station in the operating department. We want a certain percentage of earnings allowed to each station with the agent given entire control over his employees. We want no responsibility for the agents unless absolute authority is also conferred. We make no demands as labor agitators. We simply submit a business proposition in a business like manner, and request its consideration by officials. It is subject to many modifications. We do not claim that we have entirely solved the problem, but we do know that we are upon the right track, and we want to keep on it until we reach our destination.

We give below several circulars which have gone out to local division officers, and which will show members what we are endeavoring to accomplish in this direction. The following is a circular letter addressed to all local division officers:

*To all Officers of Local Divisions:*

An unusual amount of interest has been shown in the effort of the Railway Agents' Association to bring about an equalization of salaries in the station service. The pamphlet published by the Grand Division on this subject has been widely circulated, and has attracted universal attention. It is being placed as rapidly as possible in the hands of agents and officials throughout the country, and cannot fail to be productive of good results. But we desire to bring this matter more forcibly before the notice of officials, and we must act now, striking while the iron is hot. We must show our members as well as the employees in the station service who are not now affiliated with us, that we are in earnest in our efforts to advance their interests and that we are working upon a line of policy which will have substantial results.

How is this best accomplished? Here is a formidable question, but I believe that it can be solved by united and determined effort. Here is our plan:

Canvass the line of every road in the country with a petition addressed to the officials of each road calling their attention to the subject of a readjustment of salaries in the station service on some such basis as that suggested in the plan proposed by the Railway Agents' Association, and requesting the favor of a conference between representatives of the station service, looking to a mutually satisfactory agreement on the subject. I enclose a copy of the petition which it is proposed to circulate, so you can see that there can be nothing objectionable in it. Attached also to this petition we propose to have a blank, on which all agents can apply for membership in the Railway Agents' Association.

The matter of starting out these petitions and following them up must be carefully considered. In all sections where our local divisions are sufficiently well organized this work should be turned over to them, and hence we appeal to you as an officer of your division to interest yourself in the subject. Every line in the territory covered by your division should be mapped out and the starting point of the petition, which can go in the same manner as a tracer from station to station, should be determined upon. So far as possible some point should be selected where the agent is a member of our association. The petition should be accompanied by a strong personal letter from the officers of the division and its course over the various roads should be watched by the secretary, to whom this duty will naturally fall. A local committee of three should be selected from each road to handle the petition when it is completed, and in this they will receive all possible assistance from the local and Grand Division. There can be no objection on the part of officials to this movement, and if there should be, it will come from a few narrow-minded men who look with suspicion upon any indication of independence on the part of subordinates. We demand nothing. We believe that our plan is practical, and we desire to discuss it with our superior officers. It will undoubtedly be subject to numerous modifications incident to local conditions, but in the main we believe that it can be applied to every grade of station and that it will benefit not only the great mass of agents, but the companies as well.

We want every local division to take hold of this matter at once.

Classify all the roads in your territory, selecting some member of the association, if possible, to start out our printed matter.

Send circulars to every member of the division, advising him of our plan and requesting his co-operation.

The Grand Division will furnish the necessary printed matter. Will you not take up this matter at once. This circular letter is addressed to all local division officers. Those officers other than the secretary are requested to confer with the latter as speedily as possible and get the work under way. The Grand Secretary will furnish all desired information upon application, and desires to hear person-



ally from all officers of divisions, as well as from members on the subject. Suggestions or advice will be gladly received.

This is a critical period in the history of our association. The Grand Division officers can do nothing unaided. Can we depend upon you to support us? We are proposing no radical action, but simply that we go to our superior officials and lay before them a business proposition in a business-like manner, and request its consideration. We may fail in some cases, but we must and will succeed in the end, for we know that we are advocating what is best for both ourselves and the companies we represent.

There is nothing to be gained without persistent effort. We have hit upon the keynote of success. Let us keep at it until we win.

Please let me hear from you as soon as possible.

Fraternally yours,

R. W. WRIGHT,  
Grand Secretary.

This is self-explanatory. Here is a copy of the petition. There is no need for secrecy in this matter. The Railway Agents' Association is a non-secret organization. Whatever we do is open and above board. Many of our members are officials in high standing, and their advice and co-operation is essential to the success of our policy. We do not propose to go about this matter in an underhanded manner, but are willing that every official should know what we are doing and what we propose to do. There has for years been great discontent in the station service. The Railway Agents' Association is endeavoring to remove this discontent without friction, and in such a manner as will work to the best interests of all concerned. The petition which it is proposed to circulate and lay before officials of the various roads throughout the country is as follows:

We, the undersigned agents on your line, after due consideration, honestly believing that the peculiar conditions governing our branch of the service deny us certain privileges and benefits accorded to employees in other departments, respectfully petition our superior officials to consider the matter of readjusting salaries in the station service. Engineers, conductors, trainmen, operators and others have made, with most roads, contracts securing to them certain rights and fixed rates of pay, and we know that employees so situated are stimulated to render better service than those whose positions are less assured. While we recognize the fact that it is difficult to establish a fixed schedule of pay for agents, yet we believe that stations can be graded according to their earning capacity and the duties required in other directions, and placed in classes with fixed rates of compensation that will be just to ourselves and the companies we represent.

We desire to lay before you, therefore, a plan for adjusting salaries in the station service which we believe will be mutually satisfactory. It is outlined in the pamphlet attached, which has been issued by the Railway

Agents' Association, the representative organization of the station service. While it will be subject to many modifications incident to local conditions, yet in the main it outlines our ideas on this subject.

We respectfully urge that you grant us a conference on this subject through our committee, which will present this petition to you. Recognizing the fact that agents are the business representatives of the railroad companies, we do not desire to have this matter considered in the light of labor agitation, but simply as a business proposition which we want to discuss with you in a business like manner.

The history of the Railway Agents' Association has established the fact that it is unalterably opposed to anything in the nature of compulsory agitation, nor do we desire to be classed as a labor organization, although we are wage-workers, as is everyone in the railroad service. We believe that on account of our pacific attitude on all questions of this kind that we should receive as much consideration as is accorded to the various orders who are continually parading their grievances. There are other minor matters connected with this subject which we think should be freely discussed. If you believe that this matter is worthy of discussing between us we will be glad to have a conference, as indicated above. We are sincere and earnest in our intentions, and feel sure that this method of procedure will meet with your approval, and will refute the arguments of labor agitators who can see no chance for success in any movement unless radical measures are resorted to.

Attached to this petition will be a copy of the pamphlet "Salaries in the Station Service," a blank application for membership in the association, and a personal letter to the agents setting forth the object of the petition substantially as given above.

We have every reason to believe that this plan will prove successful. Of course the change cannot be made at once, and it will require years of work before the universal adoption of such a plan could be brought about. But a start must be made some time, and now is the time. The agents who do not think that the object which we seek to attain is worth the labor and expense are best out of the association. There are thousands of agents who are ready and anxious to give their support to this movement, and the Railway Agents' Association proposes to have them on its rolls as fast as they can be brought in. Already there are a host of applications for literature on this subject, and agents who were never before interested in the association are waking up now to the merit of its policy and the possibilities of its future. But we want every old member with us again. Let the faint-hearted ones come back into the fold. We have been "in camp" a long time and most of us have been chafing under the enforced restraint. Now



that the onward movement is commenced, it is only cowards who will drop out of the ranks, or else those who have not the interests of the station service at heart.

Our present plan of campaign is the result of years of study and thought. Let us rally to the support of our leaders now and see what we can accomplish.

The first thing to be done is to pay up your dues. The next to offer any suggestions you may have to the officers of the association. The third is to take hold of the matter and work with strong heart and will as soon as the papers are ready for distribution.

Let us see now what we can do by united action.

#### Personal Notice.

*To all Members of the R. A. A.:*

I desire to say a few words personally to you in regard to myself and the affairs of the association. For several months past I have been hardly able to attend to my every-day duties, and many things in connection with association matters have been necessarily postponed in consequence. I have tried to do too much and broke down as a result. As I am now relieved of a greater part of the routine work of both our official paper and the association, and as my health steadily improves, I trust that I may be able to push once more energetically the plans of our beloved organization. My special object hereafter shall be to make our official paper interesting to every member and to keep each and every one thoroughly informed as to the progress of the association, something which it has been impossible for me to do in the past. Those of our members who have had experience at "one-man" stations, and most of them have, will appreciate the unfortunate position of your Grand Secretary and editor in the past,—when he has tried to edit a paper, look after the details of its business management, keep up the work of the association, settle grievances, answer a mass of correspondence that would stagger the average business man, hustle up local divisions, attend local division meetings, perspire over finances, and now and then try to eat and sleep for a change. If there have been any shortcomings I trust they will be overlooked and pardoned; if I have in any way advanced the interests of the association, and those of the noble movement in behalf of the station service to which I have pledged my hand, brain and heart, I am thankful that opportunity has permitted me to do as much as I have, and hope that the future will allow a wider field of action. I desire to thank all members for kindly words of sympathy.

Fraternally yours,

R. W. WRIGHT.

#### Delegates to the Catholic Congress

Should take the Nickel Plate Road's low rate excursion Sept. 3d, thus reaching Chicago in time for opening session of the Congress, Monday, Sept. 4th.

#### Something New.

Excursion to the World's Fair via the popular Nickel Plate Road on Sunday, Sept 3d. One fare.

#### Officials Are With Us.

THE Railway Agents' Association believes in as close affiliation as possible between the station service and the traffic department. Our policy has strongly emphasized this point. The agents are the revenue earners of the service, and as such should be more directly under the personal control and supervision of the officials who have charge of the traffic of the companies. There is nothing anarchistic in such a policy, and it has met with the general approval of officials of all classes. A short time since the association determined to present honorary memberships to all the general passenger and freight agents, traffic managers and other officials connected with the traffic departments. Up to the time of going to press a few of these certificates have been sent out with a personal letter accompanying them and the result has been highly gratifying. This move on the part of the association shows that our superior officers are heartily in accord with our objects and policy, and that we are working on the right basis. As far as possible other officials will receive membership certificates, as all officials connected with the traffic department are eligible to membership. We give below a few letters which we have received from those officials who have accepted the honorary membership tendered them. Comment is unnecessary, but the kindly and encouraging sentiments from these gentlemen will be a source of personal gratification to every member of the association.

New York & New England Railroad Co.,  
General Passenger Agents' Office,  
BOSTON, MASS., Aug. 18th, '93.

MR. R. W. WRIGHT,  
Grand Sec'y R. A. A., Cleveland, O.

DEAR SIR:—Answering your favor of the 9th inst., just received on account of my absence from office, I beg to thank you for courtesy done me in making me an honorary member of your association, which I accept with pleasure.

Yours very truly,  
W. R. BABCOCK,  
Gen'l Pass. Agt.

New York & New England Railroad Co.,  
Traffic Department,  
BOSTON, Aug. 16th, 1893.

R. W. WRIGHT, ESQ.,  
Sec'y Railway Agents' Ass'n, Cleveland, O.

MY DEAR SIR:—I beg to acknowledge receipt of yours of August 9th, enclosing certificate and card giving me honorary membership in the Railway Agents' Association, which compliment I accept and thank you for.

I have looked over the pamphlet putting forth the objects of the association, and as an old station agent myself heartily concur in its objects.

Yours truly,  
GEO. F. RANDOLPH,  
Gen'l Traffic Mgr.

Boston & Albany Railroad Company,  
Office Gen'l Traffic Manager,  
BOSTON, Aug. 16th, '93.

R. W. WRIGHT, ESQ.,  
Grand Sec'y R'y Agents' Ass'n, Cleveland, O.

DEAR SIR:—I am in receipt of your favor of the 9th enclosing a certificate of honorary



membership in your association and a traveling card, and am duly sensible of the compliment thereby paid me. Judging from the description of your organization it merits success and longevity, both of which I trust most sincerely it will achieve. With many thanks for your courtesy, I am,

Very truly yours,

ARTHUR MILLS,  
Gen'l Traffic Mgr.

The Concord & Montreal Railroad,  
Freight Department,  
CONCORD, N. H., Aug. 16th, '93.

R. W. WRIGHT, ESQ.,

Grand Sec'y R'y Agents' Ass'n, Cleveland, O.

DEAR SIR:—Your favor of August 9th at hand, and I wish to thank you for the honor conferred upon me in making me an honorary member of your association, and if there is anything that I can do at any time to assist the members of the association or to promote its welfare, shall be pleased to do so.

Yours truly,

D. C. PRESCOTT, G. F. A.  
Boston & Maine Railroad,  
Freight Department,  
BOSTON, Aug. 17th, 1893.

R. W. WRIGHT,

Sec'y R'y Agents' Ass'n, Cleveland, O.

DEAR SIR:—I have received your letter of the 9th with the documents which entitle me to membership of your association, for which I desire to express my thanks.

Have been so extremely busy that I have not had time to carefully look into the purpose of your organization, but from the brief examination I have made of its history and objects as outlined in the pamphlet which accompanied your letter, it occurs to me that the results which are sought to be attained, and the methods to be observed in carrying out your plans, ought to justify the belief that such an organization must necessarily accomplish a great deal of good.

Yours truly,

M. T. DONOVAN, G. F. A.

#### Growing.

The Nickel Plate Road will on Sunday, Sept. 3d, increase their train service by the addition of a new through east bound train by merging the Chicago and Cleveland and Cleveland and Buffalo accommodation trains into a new through express with sleeping cars Chicago to Buffalo. Other important changes. Direct connection at Buffalo for all points east.

#### New Through Train.

The Nickel Plate Road announces that commencing Sunday, Sept. 3d, train No. 4, running between Chicago and Cleveland, and No. 8, running between Cleveland and Buffalo, will be merged into a continuous through train, leaving Chicago about 6:00 a. m. and reaching Buffalo between three or four o'clock the following morning. The equipment of this train will embrace standard smoking and day coaches and sleeping cars Chicago to Buffalo. Direct connection at Buffalo for all points east.

World's Fair excursion via the Nickel Plate Road Sunday, Sept. 3d. One fare. Choice of trains.

#### From Texas.

THE International & Great Northern reduced its force of traveling freight and passenger agents on the 1st inst., in order to reduce expenses. Bro. C. E. Woods, T. R. A., H. E. Parker, stock solicitor, H. Michelson, soliciting agent, were among those whose positions were abolished.

The office of Superintendent of Telegraph was also done away with, that part of the business being transferred to the general superintendent's office. T. W. Parks, formerly superintendent of telegraph, goes to Tyler, Tex., as ticket agent, and Bro. Hartel is transferred from that place to Crockett. R. E. Winn, Mr. Parks' chief clerk, goes to Rockdale, Tex., as manager and Miss Kate Lacy, former manager there, is transferred to the general superintendent's office to look after the telegraph department as chief clerk.

COLLINS.

There has been several changes on this [H. & T. C.] road among the agents in the last two months. T. G. Hain, of Hutchins, Tex., resigned and Collins, operator, Ft. Worth, was appointed his successor. Bro. J. W. Mixon, at Palmer, also resigned going back to his old trade "blacksmithing" and J. G. Vallandigham succeeded Bro. M. Bro. H. O. Rawlins, Lancaster, resigned to take effect 15th inst., and Hon. A. S. Taylor of same place, succeeds Bro. R. We did not learn what Bro. R. is going to follow now. Bro. Sheeks, our worthy treasurer is taking a few days rest. We hope the Brother will enjoy himself hugely. There has also a change occurred among the officers of our division owing to press of business, Bro. Collins resigned the office of secretary and the executive board appointed Bro. H. A. Rumpfelt, of Wilmer, to fill the unexpired term of Bro. C.

RUMFELT.

#### They Are the Best.

Iowa Falls Bath House and Sanitarium,  
IOWA FALLS, IOWA, Feb. 24, 1892.

I have often of late had inquiries as to the merits of the Dr. Webb Electric Belt, etc. In my mind there can be no question as to its curative powers for all nervous diseases, and especially for paralysis in any stage. For Neuralgia, Rheumatism, Nervous Prostration and General Debility, and for many kindred ailments there is probably nothing equal to electricity, and I consider the Dr. Webb belt superior to all others from the fact that the current of electricity can be adapted to the needs and requirements of the patient. I would recommend it to all the suffering.

W. W. BUNCE, Proprietor.

W. W. Bunce is proprietor of the Iowa Falls Bath House and Sanitarium and has had long experience and success in the healing of disease by means of baths and magic treatment.

I cure all Chronic Diseases, however caused, at the patient's home. Write for particulars.  
J. H. DYE, M. D., Buffalo N. Y.

#### Sunday Excursion

To the World's Fair via the popular Nickel Plate Road, Sept. 3d. Choice of trains and usual low rate.





### Can a Woman Reform a Man.

I THINK the best and surest way to reform a man is to begin with his grand-parents. If the young woman who is contemplating marriage to-day will take this idea into consideration and act accordingly, she will be saving some other woman a century hence the trouble of reforming her grandson.

Nothing is more absurd than for two young people to declare that their love affairs is wholly their own business. Results are every day convincing us that the marriage of any two people is an affair which concerns the interests of a whole community. The young woman who runs away with a dissipated or dishonest man, and marries him against the wishes of her friends is not merely causing herself sorrow, but she is causing sorrow for women unborn.

Therefore, I say, if we wish to reform the world, let us begin with the grand-parents of unborn generations.

I would not advise any woman to marry a man with the idea of reforming him. I have seen this effort too often end in ignominious failure. And yet I have known men to be reformed, and to stay reformed, through the influence of a good woman.

I have always felt convinced, however, that the man who was reformed by a woman would have eventually reformed himself, at all events he could have done so.

The man who has contracted vicious habits in his early youth becomes disgusted with them and himself before he reaches thirty, if he is not almost wholly dominated by his lower nature. When he reforms it is because

his spiritual nature has the ascendancy. When a woman succeeds in reforming him it is because his spiritual nature is influenced by her.

The very same influence—patience, devotion and self-sacrifice—would not have effected a reform in a man whose higher nature was less developed.

I believe that each one of us is connected with divinity by a spark of light within. In some it is a mere spark of light. In others it is a steady flame, in others a burning fire, and the physical nature is a mere grate which contains this fire.

Perhaps the man within whom the spark is very small and feeble may conceive a mad infatuation for some woman who believes she can reform him through this love. But if he is merely infatuated with a woman in whom the divine principle is feeble, his reformation is liable to be on an unstable foundation. The man who has felt the divine within the woman appealing to his better nature, who has felt the holy spark within his soul fanned into a larger flame by her influence, who has felt her spiritual influence above her physical charms, that man may be reformed and stay reformed, although his past may have been worse than that of the prodigal son. And yet I think, as I said before, that the spiritual nature which enables him to respond to this woman's love could have saved him by its own upreaching force, perhaps. The woman was merely a mouthpiece for the divine to call to the divinity within him, and enable it to gain the ascendancy.

Vicious habits are merely the result of a lack of clear vision. I do not believe any man or woman is dissipated or immoral from choice.



Increase a man's moral perceptions and he will reform himself. But there must be the mortal eyes before he can have the moral eyesight.

I do not believe a man was ever reformed by scolding or sarcasm. Tears and repinings and complaints soon grow to be an old story to him. He can find more pleasure among his convivial companions than he finds in such a home. Alas, that it should be so.

Good women ought to study the art of pleasing more than they do. No woman can afford to fall back upon her goodness to reform a man. It is a dangerous experiment and one that rarely succeeds. The average man must be entertained.

A man who has been a hard drinker or opium victim cannot suddenly give up his vices without some stimulant to take their place for a time. A man accustomed to the excitement of gay company cannot suddenly become satisfied with the dullness and stupidity which many good people allow to creep into their homes.

I suppose no two men could be reformed by the same means, however. Each needs to be studied, and the treatment should be specially suited to each individual case.

I once knew a woman who, after having tried tears, coaxing affection and all gentle methods vainly, finally effected a permanent curd in a man by a rather severe means.

She had married him wholly unconscious that he was addicted to periodical attacks of drinking. These spells lasted sometimes several days, sometimes several weeks, and occasionally months. He did not go away from home at such times nor indulge in wild orgies, he simply remained in his room drinking steadily until he became maudlin and incoherent. Then an illness, a serious complication in neglected business affairs, or the complete prostration of his wife would cause him to reform temporarily, but the moral collapse was sure to reoccur.

After several years of this life, and after having exhausted all gentle methods, the wife made a resolution. One day her husband rose rather late from a stupid drunken sleep, and found her busy packing two large trunks.

"What are you doing? Where are you going?" he asked in astonishment.

"I am going home to my parents!" she replied quietly, without looking at him. "I have decided that you prefer liquor to my love and respect, and therefore, I will leave you in undisturbed happiness with my successful rival. I have resolved upon this step for

the sake of our two boys. I think I owe it to them to take them away from your example. You can let our friends suppose that I have gone on a visit, until you decide that it can no longer be concealed that I have gone forever."

Before she had finished speaking the man had broken into wild sobs, and with trembling limbs and shaking voice he begged her to give him one more trial. With seeming reluctance she unpacked her trunks and consented to give him one more chance to reform.

"But if I ever see you under the influence of liquor again, I shall go, never to return, for the sake of the boys!" she said firmly. He had no sooner left the house than the poor wife fell to sobbing wildly herself, for the role she had resolved to play was a desperate one. It was successful, however, and to this day the husband has never touched a drop of liquor, and that scene took place several years ago.

I know another woman who used a different method, and succeeded in reforming her husband. She ignored his habit, and never seemed to notice it. But a score of times she cried out silently to her own heart: "He does not drink—he does not! He loves me too well to grieve me; he is too good and kind to do such a thing!" Night and day, walking on the street, sitting at home, wherever she was, she sent out this cry of denial of his bad habit and this assertion of his goodness, and by and by it came true. This man was reformed. She had called to the divine spark within him, and it had responded.

Again, a beautiful girl, a relative of my family, married a man against the wishes of her parents and all her friends, thinking to reform him. After twelve years of periodical reformations and backslidings the man finally fell into drunkard's consumption and died. During the last two years of his life he was confined to the house and, of course, unable to procure drink. When he died the once beautiful girl, now prematurely old and broken, said:

"Well, I have fought a hard battle, but I have won. I reformed him!" She died the next year—a victim to the terrible strain of her wretched marriage, but died believing she had reformed the man who drank as long as he was able to get where he could purchase drink, in spite of all her love, devotion and care.

It is my belief that a man who has not the self-respect to save himself will not respect any woman enough to be saved by her.

I do not think any man should marry until he is thirty, and if he has not reformed at that



age it is a very unsafe experiment for any woman to attempt to reform him. His moral vision is very limited if he has not discovered by that time that there is nothing in dissipation but degradation and death. If he has not revolted against this false idea of pleasure no woman will be able to keep him in a perpetual state of revolt, I fear.—ELLA WHEELER WILCOX.

#### SUMMER SUGGESTIONS.

Do not make to many visits, and where you go be sure that your visit is a convenient one. Do not entertain too generously; summer should be a time of rest, and it is difficult to rest with a house full of guests.

Before going for a midday sail rub your face, neck and hands with simple cream, and powder gently with cornstarch. Wipe the powder off, and on returning wash the complexion well in warm water and with castile soap. Camphor-ice and buttermilk both give relief from sunburn.

Place a large dish of water in a room where the heat is very oppressive. Change 'once or twice and the temperature will be perceptibly lowered.

Sponge your babies with cold water at bedtime.

Give your children water to drink during the hot weather. They need this to make up for the loss from perspiration.

In washing summer frocks, if the colors run put half a cupful of salt in the last rinsing water.

For insomnia in summer-time take a cold bath at bedtime.

Press towels, folded as usual, through your clothes-wringer and save your laundress.

Have mercy on your cook in your arrangement of meals for hot days.

Bathe daily.

Have your house gowns made with open necks and elbow-sleeves.

Save your steps.

Allow double the amount of time in catching boats and trains that you do in winter.

Eat your meals slowly.

Drink milk slowly.

To wash summer silks remove all grease or other spots with soap and water before proceeding. Make a solution of a teaspoonful of ammonia and a little soap in a pail of water, and in this dip the silk again and again until the dirt is removed. Do not wring out but press between the hands. Rinse in water from which the chill is gone, and hang in a shady place until partly dry, when lay between two cloths, and press with a hot iron.

#### GEMS FROM BEECHER'S PEN.

The name *mother* is the watchword—the talisman of life. Indeed, it is the very object in most, of prayer, when the mother is translated. As the Catholic devoutly prays through the Virgin Mary, so you and I pray devoutly through our mother; not because we really believe she is a mediator, but because we want to have some sense of sympathy up there, and the mother has it. We get a hold on the beyond through her.

Your mother—she is a dear, noble, heroic soul; but the mother herself is but a spark that springs out of the bosom of God.

Blessed is the child that is brought up at the mother's knee, which is God's altar on earth.

A bad woman is the worst thing in this world, and a good woman is the best thing in this world.

Take good care of disagreeable duties. Attend to these first. Never select the thing that you do not want to do. Wherever you are, choose the disagreeable things. You will get your pay in your manhood. You cannot grow in any other way so fast. You may be angry with some shiftless man who is willing



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to put on you work that he ought to do, you may feel that there is injustice in it, but you cannot afford to be unfaithful because somebody else is.

There is many a man who, under the influence of some pure and noble woman, is just on the point of going right. Go right, quickly! If you hesitate, and come under other influences, it may be just that procrastination which will turn the scale and lead you to go wrong.

Our children are not forever to be irreverent because they are heedless of divine and sacred things in the earlier hours of their existence. Wait, instruct, and have faith.

Little children are always at ease. Persons accustomed to society are apt to be at ease. Persons should always at home be careful of their speech and manner, so that when they go away from home propriety will be spontaneous with them. Politeness to everybody, all the time and everywhere, makes it easy to be beautiful.

The committee having in charge the recent Railway Congress at the World's Fair have arranged to have the paper read before the congress, printed in book form providing orders therefor are forthcoming sufficient to

assume the cost of publication. These valuable papers on railway management, operation and legislation should be read by every railroad man. The papers read would make a volume of 400 to 500 pages and the price has been fixed at \$3. Mr. G. R. Blanchard, Comr. Central Traffic Association, chairman of Railway Congress committee, or Mr. H. R. Hobart, secretary, 1115 Monadnock Building, Chicago, will receive orders.

#### Deafness Cannot be Cured

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure Deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube gets inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, etc.

F. J. CHENEY & CO., Toledo, O.  
Sold by Druggists, 75c.

**CURED!** **BLADDER,** Can 25 years' experience in treating the following Diseases count for anything? Heart, Lung, Liver, Stomach, Brain and Bowels, Syphilis or other Prostration, Epilepsy, Catarrh, Blood Diseases, Nervous Debility, Impotency, Stricture, Etc., how ever acquired or whoever has failed to cure, need not discourage you. If this interests you, write for testimonials and question blanks. **KIDNEY,** **PROSTATE**

**DR. J. H. DYE, 511 and 513 Main St., Buffalo, N. Y.**

## ARE YOU RUPTURED? YOU CAN BE CURED

BY WEARING OUR NEW TRUSS.

WE GUARANTEE A GOOD COMFORTABLE FIT.

..... SEND FOR CIRCULAR. ....

**CHICAGO TRUSS CO., 1419 Masonic Temple, CHICAGO.**

JUST  
THE PEN FOR  
RAILROAD  
MEN.

*Smoother than gold*  
*More durable than pure steel*

For sale by all stationers, or send direct to manufacturers for prices.



**Tadella Pen Co.,**  
ST. PAUL, MINN.





### Notes and Announcements.

A well-equipped freight station, to be known as Junction Transfer, located on Liberty Ave., between 32d and 33d Streets, was opened to the public on Wednesday, July 5th, by the Pittsburgh Junction Railroad Company, for handling all classes of freight via the Baltimore & Ohio Railroad Company, Pittsburgh & Western Railway Co. and their connections.

On and after July 9th, 1893, Bethel, Pa., Station B. & O. Ry., No. C. 85, on Somerset & Cambria Railroad, will be known as Holsopple. [We sympathize with the brakemen on this division.—ED.]

The sailing day of Canadian Australian S.S. Line from Vancouver has been changed to the 16th of each month. Intended sailings are therefore as follows: SS. Miowera, August 16; SS. Warrimoo, September 16, and monthly thereafter.

The Mobile & Ohio are the first known railroad to advertise a "one fair for the round trip rate" to the World's Fair and allowing these excursionists the privilege of sleeping cars.

The Florida Central and Peninsular railroad will, on or about the 1st of October, 1893, open their new short line, Jacksonville to Savannah, Ga., now nearing completion, for passenger traffic. This company, having acquired by lease, the South-Bound Railroad now in operation from Savannah to Columbia, S. C., will at the same time, assume control of its management, and operate it as a part of the Florida Central & Peninsular system. This new route, (the Florida, Savannah & Columbia Short Line—Jacksonville to Savannah, 138 miles, and Savannah to Columbia, 142 miles), gives the shortest and most direct line from Florida to all points in the North and East, Northwest and Southeast, by many miles.

The Railway Age and Northwestern Railroader announces that it now has an office open on the floor of the annex to the transportation building at the World's Fair. The office is No. 6, in aisle "U" between post 11 and 12.

### FREE FARMS IN CHEROKEE STRIP.

Write to D. WISHART, G. P. A., St. L. & S. F. R'y. St. Louis, Mo., for free copy of illustrated folder describing

### CHEROKEE STRIP,

and the Tonkawa, Pawnee and Kickapoo Reservations soon to be opened for settlement by the U. S. Government. Millions of acres in the finest agricultural country under the sun, waiting to be tickled by the husbandman's plowshare. This is almost the last chance to obtain one of Uncle Sam's free far

I CAN SAVE YOU MONEY . . . .  
. . . . IF YOU WANT A

### Fac-Simile Authograph Stamp.

. . . PRICES REDUCED. . . .

Special offer to Railway agents. Rubber Stamp engraving of all kinds, neatly done.

WILLIAM A. BELL, *Bolivar, Mo.*

### FREIGHT TRAFFIC.

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project that is attracting much attention in railroad circles and it is one that you cannot afford to ignore. The circulars are self explanatory. Read them carefully and if you have not yet subscribed for stock do so at once, if your finances will permit. Not only this, but try to place as much stock as you can among other bonded employees of your acquaintance. The Grand Secretary will be pleased at any time to furnish more detailed information on this subject or any other connected with association affairs. Think over this matter carefully and if you believe that the association is worth to the station service the small cost imposed upon its members, less than one and one-third cents a day, send in your dues to the proper office at once.

It will be a matter of interest to all members to learn that our official paper, *THE STATION AGENT*, has retired from the field as the official paper of The International Association of Ticket Agents and will hereafter devote its entire energies to advancing the interests of the Railway Agents' Association. The success of the I. A. T. A. has been largely due to the efforts of *THE STATION AGENT* and it is a source of congratulation to all friends of the R. A. A. that it will in the future be the official organ solely of our association, thus giving us a prestige in railroad circles which we would not enjoy otherwise. Mr. M. G. Carrel, organizer and ex-secretary of the International Association of Ticket Agents, has taken charge of the business management of *THE STATION AGENT*, thus relieving your Grand Secretary, who has been overwhelmed with his numerous duties in connection with the paper and the association. *THE STATION AGENT* will be better and brighter than ever, and special efforts will be made to get it to all members in good standing, promptly and on time in the future. Mr. Carrel will also be actively interested in the Railways Agents' Association, which we intend to make the only organization of agents, either ticket or freight, in the country.

Mr. W. W. Spencer, for several years a well known member of the Railway Agents' Association, and for a year or more past on the road as a special organizer, has been appointed Assistant Grand Secretary, and will have charge of the routine work of the Grand Division. The Grand Secretary will thus be enabled to attend to local division meetings and look after the outside work of the association.

Preliminary arrangements are now being made for the next annual convention of the

association. New Orleans has been suggested, and also a trip to the New England States. Much will depend upon the action of the railroad companies, but an enjoyable excursion is assured in any event. Members will be fully advised in our official paper.

Let me again urge you to attend to the matter of your dues at once. If you are in arrears, send amount of dues to your local secretary and request for reinstatement. This can undoubtedly be arranged. We don't want to lose a single member this year.

Fraternally yours,

R. W. WRIGHT,  
Sec'y Grand Div.

#### Our Plan of Action.

NEVER in the history of the Railway Agents' Association has so much interest been manifested in its affairs as at the present time. This interest is confined not alone to agents but officials as well, who are watching our effort to effect a change in the management of the station service. The pamphlet which the Grand Division has sent out entitled "Salaries in the Station Service" has attracted universal attention, and the plan by which it is proposed to bring this matter to the attention of our superior officials in such a manner as will make more certain a recognition of our position has been hailed with delight by agents and other station employees. We are just entering upon the campaign. For several years the Railway Agents' Association drifted upon the troubled sea of fraternal organization without compass, chart or course. Its crew were brave hearted, enthusiastic men, its various commanders and pilots experienced and able, but they knew not where they were sailing, nor were they acquainted with the shoals and reefs which bound the coast of the promised land. Two years ago the clouds began to break away, and light was seen. Then came new blood into the association, a new policy, new ideas, new methods. We distinctly outlined our plan of action and began to work on the details. Progress was necessarily slow. Every move had to be carefully calculated and studied over. In the meantime members who judged only of absolute and definite results began to be impatient. The association has lost many members, although it has gained more than enough to make up the loss. Old members became faint hearted, and while offering no suggestions themselves, gave up the fight because they could not understand or see where the immediate benefits were accru-



ing to them. Fortunately the new recruits have more than taken the place of the old deserters, but we want all our old members back again in the ranks, and when they have read this issue of *THE STATION AGENT* we feel sure that the majority of them will realize the mistake they have made in dropping their membership. The Railway Agents' Association is constantly growing, but if we could recoup all our losses in the last two or three years we would have one of the most powerful organizations in the railroad service.

The Railway Agents' Association, after two years' work on preliminary details, is ready to enter upon the campaign. Our plan for the equalization of salaries has been fully outlined in these columns. We want to be as nearly under the control of the traffic department as possible. We want salaries in the station service based on the revenue earning capacity of the stations, taken into consideration also with the duties of each station in the operating department. We want a certain percentage of earnings allowed to each station with the agent given entire control over his employees. We want no responsibility for the agents unless absolute authority is also conferred. We make no demands as labor agitators. We simply submit a business proposition in a business like manner, and request its consideration by officials. It is subject to many modifications. We do not claim that we have entirely solved the problem, but we do know that we are upon the right track, and we want to keep on it until we reach our destination.

We give below several circulars which have gone out to local division officers, and which will show members what we are endeavoring to accomplish in this direction. The following is a circular letter addressed to all local division officers:

*To all Officers of Local Divisions:*

An unusual amount of interest has been shown in the effort of the Railway Agents' Association to bring about an equalization of salaries in the station service. The pamphlet published by the Grand Division on this subject has been widely circulated, and has attracted universal attention. It is being placed as rapidly as possible in the hands of agents and officials throughout the country, and cannot fail to be productive of good results. But we desire to bring this matter more forcibly before the notice of officials, and we must act now, striking while the iron is hot. We must show our members as well as the employees in the station service who are not now affiliated with us, that we are in earnest in our efforts to advance their interests and that we are working upon a line of policy which will have substantial results.

How is this best accomplished? Here is a formidable question, but I believe that it can be solved by united and determined effort. Here is our plan:

Canvass the line of every road in the country with a petition addressed to the officials of each road, calling their attention to the subject of a readjustment of salaries in the station service on some such basis as that suggested in the plan proposed by the Railway Agents' Association, and requesting the favor of a conference between representatives of the station service, looking to a mutually satisfactory agreement on the subject. I enclose a copy of the petition which it is proposed to circulate, so you can see that there can be nothing objectionable in it. Attached also to this petition we propose to have a blank, on which all agents can apply for membership in the Railway Agents' Association.

The matter of starting out these petitions and following them up must be carefully considered. In all sections where our local divisions are sufficiently well organized this work should be turned over to them, and hence we appeal to you as an officer of your division to interest yourself in the subject. Every line in the territory covered by your division should be mapped out and the starting point of the petition, which can go in the same manner as a tracer from station to station, should be determined upon. So far as possible some point should be selected where the agent is a member of our association. The petition should be accompanied by a strong personal letter from the officers of the division and its course over the various roads should be watched by the secretary, to whom this duty will naturally fall. A local committee of three should be selected from each road to handle the petition when it is completed, and in this they will receive all possible assistance from the local and Grand Division. There can be no objection on the part of officials to this movement, and if there should be, it will come from a few narrow-minded men who look with suspicion upon any indication of independence on the part of subordinates. We demand nothing. We believe that our plan is practical, and we desire to discuss it with our superior officers. It will undoubtedly be subject to numerous modifications incident to local conditions, but in the main we believe that it can be applied to every grade of station and that it will benefit not only the great mass of agents, but the companies as well.

We want every local division to take hold of this matter at once.

Classify all the roads in your territory, selecting some member of the association, if possible, to start out our printed matter.

Send circulars to every member of the division, advising him of our plan and requesting his co-operation.

The Grand Division will furnish the necessary printed matter. Will you not take up this matter at once. This circular letter is addressed to all local division officers. Those officers other than the secretary are requested to confer with the latter as speedily as possible and get the work under way. The Grand Secretary will furnish all desired information upon application, and desires to hear person-



ally from all officers of divisions, as well as from members on the subject. Suggestions or advice will be gladly received.

This is a critical period in the history of our association. The Grand Division officers can do nothing unaided. Can we depend upon you to support us? We are proposing no radical action, but simply that we go to our superior officials and lay before them a business proposition in a business-like manner, and request its consideration. We may fail in some cases, but we must and will succeed in the end, for we know that we are advocating what is best for both ourselves and the companies we represent.

There is nothing to be gained without persistent effort. We have hit upon the keynote of success. Let us keep at it until we win.

Please let me hear from you as soon as possible.

Fraternally yours,

R. W. WRIGHT,  
Grand Secretary.

This is self-explanatory. Here is a copy of the petition. There is no need for secrecy in this matter. The Railway Agents' Association is a non-secret organization. Whatever we do is open and above board. Many of our members are officials in high standing, and their advice and co-operation is essential to the success of our policy. We do not propose to go about this matter in an underhanded manner, but are willing that every official should know what we are doing and what we propose to do. There has for years been great discontent in the station service. The Railway Agents' Association is endeavoring to remove this discontent without friction, and in such a manner as will work to the best interests of all concerned. The petition which it is proposed to circulate and lay before officials of the various roads throughout the country is as follows:

We, the undersigned agents on your line, after due consideration, honestly believing that the peculiar conditions governing our branch of the service deny us certain privileges and benefits accorded to employees in other departments, respectfully petition our superior officials to consider the matter of readjusting salaries in the station service. Engineers, conductors, trainmen, operators and others have made, with most roads, contracts securing to them certain rights and fixed rates of pay, and we know that employees so situated are stimulated to render better service than those whose positions are less assured. While we recognize the fact that it is difficult to establish a fixed schedule of pay for agents, yet we believe that stations can be graded according to their earning capacity and the duties required in other directions, and placed in classes with fixed rates of compensation that will be just to ourselves and the companies we represent.

We desire to lay before you, therefore, a plan for adjusting salaries in the station service which we believe will be mutually satisfactory. It is outlined in the pamphlet attached, which has been issued by the Railway

Agents' Association, the representative organization of the station service. While it will be subject to many modifications incident to local conditions, yet in the main it outlines our ideas on this subject.

We respectfully urge that you grant us a conference on this subject through our committee, which will present this petition to you. Recognizing the fact that agents are the business representatives of the railroad companies, we do not desire to have this matter considered in the light of labor agitation, but simply as a business proposition which we want to discuss with you in a business like manner.

The history of the Railway Agents' Association has established the fact that it is unalterably opposed to anything in the nature of compulsory agitation, nor do we desire to be classed as a labor organization, although we are wage-workers, as is everyone in the railroad service. We believe that on account of our pacific attitude on all questions of this kind that we should receive as much consideration as is accorded to the various orders who are continually parading their grievances. There are other minor matters connected with this subject which we think should be freely discussed. If you believe that this matter is worthy of discussing between us we will be glad to have a conference, as indicated above. We are sincere and earnest in our intentions, and feel sure that this method of procedure will meet with your approval, and will refute the arguments of labor agitators who can see no chance for success in any movement unless radical measures are resorted to.

Attached to this petition will be a copy of the pamphlet "Salaries in the Station Service," a blank application for membership in the association, and a personal letter to the agents setting forth the object of the petition substantially as given above.

We have every reason to believe that this plan will prove successful. Of course the change cannot be made at once, and it will require years of work before the universal adoption of such a plan could be brought about. But a start must be made some time, and now is the time. The agents who do not think that the object which we seek to attain is worth the labor and expense are best out of the association. There are thousands of agents who are ready and anxious to give their support to this movement, and the Railway Agents' Association proposes to have them on its rolls as fast as they can be brought in. Already there are a host of applications for literature on this subject, and agents who were never before interested in the association are waking up now to the merit of its policy and the possibilities of its future. But we want every old member with us again. Let the faint-hearted ones come back into the fold. We have been "in camp" a long time and most of us have been chafing under the enforced restraint. Now



that the onward movement is commenced, it is only cowards who will drop out of the ranks, or else those who have not the interests of the station service at heart.

Our present plan of campaign is the result of years of study and thought. Let us rally to the support of our leaders now and see what we can accomplish.

The first thing to be done is to pay up your dues. The next to offer any suggestions you may have to the officers of the association. The third is to take hold of the matter and work with strong heart and will as soon as the papers are ready for distribution.

Let us see now what we can do by united action.

#### Personal Notice.

*To all Members of the R. A. A.:*

I desire to say a few words personally to you in regard to myself and the affairs of the association. For several months past I have been hardly able to attend to my every-day duties, and many things in connection with association matters have been necessarily postponed in consequence. I have tried to do too much and broke down as a result. As I am now relieved of a greater part of the routine work of both our official paper and the association, and as my health steadily improves, I trust that I may be able to push once more energetically the plans of our beloved organization. My special object hereafter shall be to make our official paper interesting to every member and to keep each and every one thoroughly informed as to the progress of the association, something which it has been impossible for me to do in the past. Those of our members who have had experience at "one-man" stations, and most of them have, will appreciate the unfortunate position of your Grand Secretary and editor in the past,—when he has tried to edit a paper, look after the details of its business management, keep up the work of the association, settle grievances, answer a mass of correspondence that would stagger the average business man, hustle up local divisions, attend local division meetings, perspire over finances, and now and then try to eat and sleep for a change. If there have been any shortcomings I trust they will be overlooked and pardoned; if I have in any way advanced the interests of the association, and those of the noble movement in behalf of the station service to which I have pledged my hand, brain and heart, I am thankful that opportunity has permitted me to do as much as I have, and hope that the future will allow a wider field of action. I desire to thank all members for kindly words of sympathy.

Fraternally yours,

R. W. WRIGHT.

#### Delegates to the Catholic Congress

Should take the Nickel Plate Road's low rate excursion Sept. 3d, thus reaching Chicago in time for opening session of the Congress, Monday, Sept. 4th.

#### Something New.

Excursion to the World's Fair via the popular Nickel Plate Road on Sunday, Sept 3d. One fare.

#### Officials Are With Us.

THE Railway Agents' Association believes in as close affiliation as possible between the station service and the traffic department. Our policy has strongly emphasized this point. The agents are the revenue earners of the service, and as such should be more directly under the personal control and supervision of the officials who have charge of the traffic of the companies. There is nothing anarchistic in such a policy, and it has met with the general approval of officials of all classes. A short time since the association determined to present honorary memberships to all the general passenger and freight agents, traffic managers and other officials connected with the traffic departments. Up to the time of going to press a few of these certificates have been sent out with a personal letter accompanying them and the result has been highly gratifying. This move on the part of the association shows that our superior officers are heartily in accord with our objects and policy, and that we are working on the right basis. As fast as possible other officials will receive membership certificates, as all officials connected with the traffic department are eligible to membership. We give below a few letters which we have received from those officials who have accepted the honorary membership tendered them. Comment is unnecessary, but the kindly and encouraging sentiments from these gentlemen will be a source of personal gratification to every member of the association.

New York & New England Railroad Co.,  
General Passenger Agents' Office,  
BOSTON, MASS., Aug. 18th, '93.

MR. R. W. WRIGHT,  
Grand Sec'y R. A. A., Cleveland, O.

DEAR SIR:—Answering your favor of the 9th inst., just received on account of my absence from office, I beg to thank you for courtesy done me in making me an honorary member of your association, which I accept with pleasure.

Yours very truly,  
W. R. BABCOCK,  
Gen'l Pass. Agt.

New York & New England Railroad Co.,  
Traffic Department,  
BOSTON, Aug. 16th, 1893.

R. W. WRIGHT, ESQ.,  
Sec'y Railway Agents' Ass'n, Cleveland, O.

MY DEAR SIR:—I beg to acknowledge receipt of yours of August 9th, enclosing certificate and card giving me honorary membership in the Railway Agents' Association, which compliment I accept and thank you for.

I have looked over the pamphlet putting forth the objects of the association, and as an old station agent myself heartily concur in its objects.

Yours truly,  
GEO. F. RANDOLPH,  
Gen'l Traffic Mgr.

Boston & Albany Railroad Company,  
Office Gen'l Traffic Manager,  
BOSTON, Aug. 16th, '93.

R. W. WRIGHT, ESQ.,  
Grand Sec'y R'y Agents' Ass'n, Cleveland, O.

DEAR SIR:—I am in receipt of your favor of the 9th enclosing a certificate of honorary



Increase a man's moral perceptions and he will reform himself. But there must be the mortal eyes before he can have the moral eyesight.

I do not believe a man was ever reformed by scolding or sarcasm. Tears and repinings and complaints soon grow to be an old story to him. He can find more pleasure among his convivial companions than he finds in such a home. Alas, that it should be so.

Good women ought to study the art of pleasing more than they do. No woman can afford to fall back upon her goodness to reform a man. It is a dangerous experiment and one that rarely succeeds. The average man must be entertained.

A man who has been a hard drinker or opium victim cannot suddenly give up his vices without some stimulant to take their place for a time. A man accustomed to the excitement of gay company cannot suddenly become satisfied with the dullness and stupidity which many good people allow to creep into their homes.

I suppose no two men could be reformed by the same means, however. Each needs to be studied, and the treatment should be specially suited to each individual case.

I once knew a woman who, after having tried tears, coaxing affection and all gentle methods vainly, finally effected a permanent curd in a man by a rather severe means.

She had married him wholly unconscious that he was addicted to periodical attacks of drinking. These spells lasted sometimes several days, sometimes several weeks, and occasionally months. He did not go away from home at such times nor indulge in wild orgies, he simply remained in his room drinking steadily until he became maudlin and incoherent. Then an illness, a serious complication in neglected business affairs, or the complete prostration of his wife would cause him to reform temporarily, but the moral collapse was sure to reoccur.

After several years of this life, and after having exhausted all gentle methods, the wife made a resolution. One day her husband rose rather late from a stupid drunken sleep, and found her busy packing two large trunks.

"What are you doing? Where are you going?" he asked in astonishment.

"I am going home to my parents!" she replied quietly, without looking at him. "I have decided that you prefer liquor to my love and respect, and therefore, I will leave you in undisturbed happiness with my successful rival. I have resolved upon this step for

the sake of our two boys. I think I owe it to them to take them away from your example. You can let our friends suppose that I have gone on a visit, until you decide that it can no longer be concealed that I have gone forever."

Before she had finished speaking the man had broken into wild sobs, and with trembling limbs and shaking voice he begged her to give him one more trial. With seeming reluctance she unpacked her trunks and consented to give him one more chance to reform.

"But if I ever see you under the influence of liquor again, I shall go, never to return, for the sake of the boys!" she said firmly. He had no sooner left the house than the poor wife fell to sobbing wildly herself, for the role she had resolved to play was a desperate one. It was successful, however, and to this day the husband has never touched a drop of liquor, and that scene took place several years ago.

I know another woman who used a different method, and succeeded in reforming her husband. She ignored his habit, and never seemed to notice it. But a score of times she cried out silently to her own heart: "He does not drink—he does not! He loves me too well to grieve me; he is too good and kind to do such a thing!" Night and day, walking on the street, sitting at home, wherever she was, she sent out this cry of denial of his bad habit and this assertion of his goodness, and by and by it came true. This man was reformed. She had called to the divine spark within him, and it had responded.

Again, a beautiful girl, a relative of my family, married a man against the wishes of her parents and all her friends, thinking to reform him. After twelve years of periodical reformatations and backslidings the man finally fell into drunkard's consumption and died. During the last two years of his life he was confined to the house and, of course, unable to procure drink. When he died the once beautiful girl, now prematurely old and broken, said:

"Well, I have fought a hard battle, but I have won. I reformed him!" She died the next year—a victim to the terrible strain of her wretched marriage, but died believing she had reformed the man who drank as long as he was able to get where he could purchase drink, in spite of all her love, devotion and care.

It is my belief that a man who has not the self-respect to save himself will not respect any woman enough to be saved by her.

I do not think any man should marry until he is thirty, and if he has not reformed at that



age it is a very unsafe experiment for any woman to attempt to reform him. His moral vision is very limited if he has not discovered by that time that there is nothing in dissipation but degradation and death. If he has not revolted against this false idea of pleasure no woman will be able to keep him in a perpetual state of revolt, I fear.—ELLA WHEELER WILCOX.

#### SUMMER SUGGESTIONS.

Do not make to many visits, and where you go be sure that your visit is a convenient one. Do not entertain too generously; summer should be a time of rest, and it is difficult to rest with a house full of guests.

Before going for a midday sail rub your face, neck and hands with simple cream, and powder gently with cornstarch. Wipe the powder off, and on returning wash the complexion well in warm water and with castile soap. Camphor-ice and buttermilk both give relief from sunburn.

Place a large dish of water in a room where the heat is very oppressive. Change 'once or twice and the temperature will be perceptibly lowered.

Sponge your babies with cold water at bedtime.

Give your children water to drink during the hot weather. They need this to make up for the loss from perspiration.

In washing summer frocks, if the colors run put half a cupful of salt in the last rinsing water.

For insomnia in summer-time take a cold bath at bedtime.

Press towels, folded as usual, through your clothes-wringer and save your laundress.

Have mercy on your cook in your arrangement of meals for hot days.

Bathe daily.

Have your house gowns made with open necks and elbow-sleeves.

Save your steps.

Allow double the amount of time in catching boats and trains that you do in winter.

Eat your meals slowly.

Drink milk slowly.

To wash summer silks remove all grease or other spots with soap and water before proceeding. Make a solution of a teaspoonful of ammonia and a little soap in a pail of water, and in this dip the silk again and again until the dirt is removed. Do not wring out but press between the hands. Rinse in water from which the chill is gone, and hang in a shady place until partly dry, when lay between two cloths, and press with a hot iron.

#### GEMS FROM BEECHER'S PEN.

The name *mother* is the watchword—the talisman of life. Indeed, it is the very object in most, of prayer, when the mother is translated. As the Catholic devoutly prays through the Virgin Mary, so you and I pray devoutly through our mother; not because we really believe she is a mediator, but because we want to have some sense of sympathy up there, and the mother has it. We get a hold on the beyond through her.

Your mother—she is a dear, noble, heroic soul; but the mother herself is but a spark that springs out of the bosom of God.

Blessed is the child that is brought up at the mother's knee, which is God's altar on earth.

A bad woman is the worst thing in this world, and a good woman is the best thing in this world.

Take good care of disagreeable duties. Attend to these first. Never select the thing that you do not want to do. Wherever you are, choose the disagreeable things. You will get your pay in your manhood. You cannot grow in any other way so fast. You may be angry with some shiftless man who is willing



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IT EXPLAINS how to cure most bladder, kidney and urinary diseases.

IT EXPLAINS how to cure bodily falling, in any stage, for all time.

IT EXPLAINS how to cure unnatural losses from dreams, in urine, &c.

IT EXPLAINS how to cure mind-wandering, forgetfulness, confusion of ideas.

To many, this book is uninteresting and valueless, being a **PURELY MEDICAL TREATISE**: to others, to those whose welfare is at stake, it is **ONE OF THE MOST IMPORTANT PUBLICATIONS EVER ISSUED FROM THE PRESS**.

To simple curiosity seekers it is not worth the trouble of writing for and we will not send it to such if we know it. But we will cheerfully mail **ONE COPY SEALED IN PLAIN ENVELOPE, POSTAGE PAID AND ENTIRELY FREE OF ANY CHARGE**, to the man who writes for it in good faith, either for his own use or for some friend.

Beware of petty quacks and all their schemes; don't even answer a medical advertisement (or you may be sorry) till you have studied this remarkable book. If you have already been made a victim don't let prejudice blind you to the light of **SCIENTIFIC TRUTH**. **INVESTIGATE. THIS OFFER MAY NOT APPEAR AGAIN. WRITE NOW.**

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IT EXPLAINS how to be self-controlling, self-respecting, to be free from degrading thoughts, superior to debasing inclinations, to feel **"A VERY KING AMONG MEN."**

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If your COMPLEXION IS SALLOW, or you SUFFER DISTRESS AFTER EATING,

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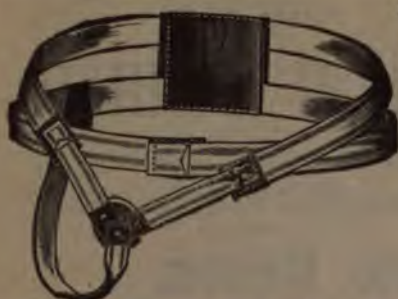
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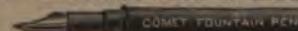
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SEPTEMBER, 1893.

NO. 1.



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Gen'l Supt.**



Increase a man's moral perceptions and he will reform himself. But there must be the mortal eyes before he can have the moral eyesight.

I do not believe a man was ever reformed by scolding or sarcasm. Tears and repinings and complaints soon grow to be an old story to him. He can find more pleasure among his convivial companions than he finds in such a home. Alas, that it should be so.

Good women ought to study the art of pleasing more than they do. No woman can afford to fall back upon her goodness to reform a man. It is a dangerous experiment and one that rarely succeeds. The average man must be entertained.

A man who has been a hard drinker or opium victim cannot suddenly give up his vices without some stimulant to take their place for a time. A man accustomed to the excitement of gay company cannot suddenly become satisfied with the dullness and stupidity which many good people allow to creep into their homes.

I suppose no two men could be reformed by the same means, however. Each needs to be studied, and the treatment should be specially suited to each individual case.

I once knew a woman who, after having tried tears, coaxing affection and all gentle methods vainly, finally effected a permanent cure in a man by a rather severe means.

She had married him wholly unconscious that he was addicted to periodical attacks of drinking. These spells lasted sometimes several days, sometimes several weeks, and occasionally months. He did not go away from home at such times nor indulge in wild orgies, he simply remained in his room drinking steadily until he became maudlin and incoherent. Then an illness, a serious complication in neglected business affairs, or the complete prostration of his wife would cause him to reform temporarily, but the moral collapse was sure to reoccur.

After several years of this life, and after having exhausted all gentle methods, the wife made a resolution. One day her husband rose rather late from a stupid drunken sleep, and found her busy packing two large trunks.

"What are you doing? Where are you going?" he asked in astonishment.

"I am going home to my parents!" she replied quietly, without looking at him. "I have decided that you prefer liquor to my love and respect, and therefore, I will leave you in undisturbed happiness with my success. I have resolved upon this step for

the sake of our two boys. I think I owe it to them to take them away from your example. You can let our friends suppose that I have gone on a visit, until you decide that it can no longer be concealed that I have gone forever."

Before she had finished speaking the man had broken into wild sobs, and with trembling limbs and shaking voice he begged her to give him one more trial. With seeming reluctance she unpacked her trunks and consented to give him one more chance to reform.

"But if I ever see you under the influence of liquor again, I shall go, never to return, for the sake of the boys!" she said firmly. He had no sooner left the house than the poor wife fell to sobbing wildly herself, for the role she had resolved to play was a desperate one. It was successful, however, and to this day the husband has never touched a drop of liquor, and that scene took place several years ago.

I know another woman who used a different method, and succeeded in reforming her husband. She ignored his habit, and never seemed to notice it. But a score of times she cried out silently to her own heart: "He does not drink—he does not! He loves me too well to grieve me; he is too good and kind to do such a thing!" Night and day, walking on the street, sitting at home, wherever she was, she sent out this cry of denial of his bad habit and this assertion of his goodness, and by and by it came true. This man was reformed. She had called to the divine spark within him, and it had responded.

Again, a beautiful girl, a relative of my family, married a man against the wishes of her parents and all her friends, thinking to reform him. After twelve years of periodical reformatations and backslidings the man finally fell into drunkard's consumption and died. During the last two years of his life he was confined to the house and, of course, unable to procure drink. When he died the once beautiful girl, now prematurely old and broken, said:

"Well, I have fought a hard battle, but I have won. I reformed him!" She died the next year—a victim to the terrible strain of her wretched marriage, but died believing she had reformed the man who drank as long as he was able to get where he could purchase drink, in spite of all her love, devotion and care.

It is my belief that a man who has not the self-respect to save himself will not respect any woman enough to be saved by her.

I do not think any man should marry until he is thirty, and if he has not reformed at that



age it is a very unsafe experiment for any woman to attempt to reform him. His moral vision is very limited if he has not discovered by that time that there is nothing in dissipation but degradation and death. If he has not revolted against this false idea of pleasure no woman will be able to keep him in a perpetual state of revolt, I fear.—ELLA WHEELER WILCOX.

#### SUMMER SUGGESTIONS.

Do not make to many visits, and where you go be sure that your visit is a convenient one. Do not entertain too generously; summer should be a time of rest, and it is difficult to rest with a house full of guests.

Before going for a midday sail rub your face, neck and hands with simple cream, and powder gently with cornstarch. Wipe the powder off, and on returning wash the complexion well in warm water and with castile soap. Camphor-ice and buttermilk both give relief from sunburn.

Place a large dish of water in a room where the heat is very oppressive. Change 'once or twice and the temperature will be perceptibly lowered.

Sponge your babies with cold water at bedtime.

Give your children water to drink during the hot weather. They need this to make up for the loss from perspiration.

In washing summer frocks, if the colors run put half a cupful of salt in the last rinsing water.

For insomnia in summer-time take a cold bath at bedtime.

Press towels, folded as usual, through your clothes-wringer and save your laundress.

Have mercy on your cook in your arrangement of meals for hot days.

Bathe daily.

Have your house gowns made with open necks and elbow-sleeves.

Save your steps.

Allow double the amount of time in catching boats and trains that you do in winter.

Eat your meals slowly.

Drink milk slowly.

To wash summer silks remove all grease or other spots with soap and water before proceeding. Make a solution of a teaspoonful of ammonia and a little soap in a pail of water, and in this dip the silk again and again until the dirt is removed. Do not wring out but press between the hands. Rinse in water from which the chill is gone, and hang in a shady place until partly dry, when lay between two cloths, and press with a hot iron.

#### GEMS FROM BEECHER'S PEN.

The name *mother* is the watchword—the talisman of life. Indeed, it is the very object in most, of prayer, when the mother is translated. As the Catholic devoutly prays through the Virgin Mary, so you and I pray devoutly through our mother; not because we really believe she is a mediator, but because we want to have some sense of sympathy up there, and the mother has it. We get a hold on the beyond through her.

Your mother—she is a dear, noble, heroic soul; but the mother herself is but a spark that springs out of the bosom of God.

Blessed is the child that is brought up at the mother's knee, which is God's altar on earth.

A bad woman is the worst thing in this world, and a good woman is the best thing in this world.

Take good care of disagreeable duties. Attend to these first. Never select the thing that you do not want to do. Wherever you are, choose the disagreeable things. You will get your pay in your manhood. You cannot grow in any other way so fast. You may be angry with some shiftless man who is willing



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1. To establish a central headquarters for agents and their friends visiting the World's Fair.
2. To provide desirable accommodations at reasonable rates and conveniently located to direct car lines to the WORLD'S FAIR GROUNDS.
3. To furnish the necessary information to visiting railroad men from a reliable source.
4. To look after mail, telegrams, packages and other important personal matters for our patrons.
5. To make every visiting agent, or his friends whom he may introduce, feel that he is *among friends* instead of *strangers*.
6. In a general way to provide a means for all our patrons to avoid the unpleasant features of a trip which they want to make, but which they have good reasons to dread.
7. To contract for desirable rooms and board at the most advantageous rates possible, protecting our

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The Bureau will be under the management and control of Messrs. Lockwood & Wright, with Mr. Lockwood as resident manager. Mr. H. A. Lockwood was for years joint ticket agent of the L. S. & M. S., C. C. & St. L., and L. E. & W. R'y's, at Sandusky, Ohio. Mr. R. W. Wright is editor and manager of THE STATION AGENT, and Grand Secretary of the Railway Agents' Association of North America.

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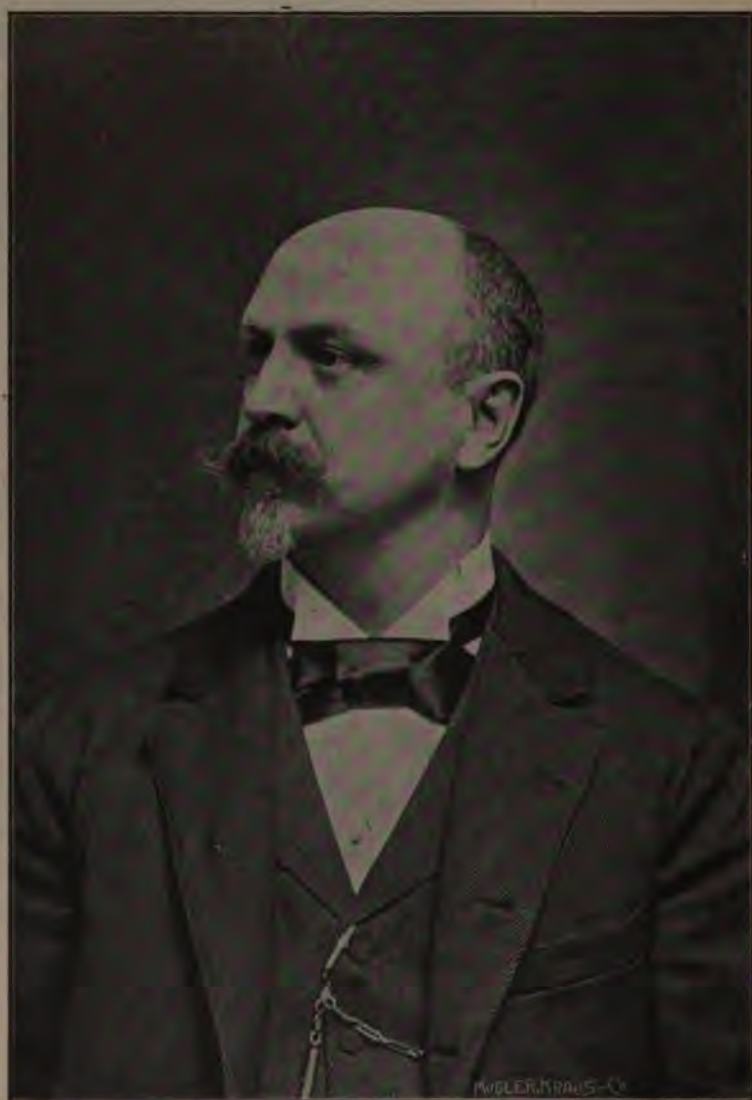
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Wooster.....		6:30 pm
Akron, Canton and Marietta.....	2:25 pm	11:15 am
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7. To contract for desirable rooms and board at the most advantageous rates possible, protecting our

patrons from extortion of all kinds, and giving them the advantages in the way of locations that a stranger could not obtain. Also the advantages of securing their accommodations by correspondence and knowing before they leave home where they are going to stop and how much it is to cost.

Agents will thus have a general headquarters of their own, with reading room, writing material, telegraph facilities, and every other convenience.

The Bureau will be under the management and control of Messrs. Lockwood & Wright, with Mr. Lockwood as resident manager. Mr. H. A. Lockwood was for years joint ticket agent of the L. S. & M. S., C. C. & St. L., and L. E. & W. R.'s, at Sandusky, Ohio. Mr. R. W. Wright is editor and manager of THE STATION AGENT, and Grand Secretary of the Railway Agents' Association of North America.

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LOCKWOOD & WRIGHT, H. A. Lockwood, Resident Manager,

6312 Wentworth Avenue, Chicago, Ill.



# Reading Railroad System.

Operating Through Lines between all the Principal Cities  
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FROM THE ST. LAWRENCE  
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FINEST, FASTEST, SAFEST TRAINS IN THE WORLD.

**Ticket Agents**, in routeing travelers, will render the latter a real service by selling them tickets containing Reading Railroad Coupons.

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A  
MONTHLY MAGAZINE  
devoted to the Interests of  
TICKET AND FREIGHT AGENTS  
AND THE  
TRAFFIC DEPARTMENTS  
OF THE  
RAILWAY SERVICE

VOL. X.

SEPTEMBER, 1893.

No.



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Canton, Coshocton, Zanesville.....	12 00 AM	7 00 AM
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Canton-Kent.....	9 35 AM	6 05 PM
Kent.....	08 10 AM	05 45 AM

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Trains marked \*daily. All others daily except Sunday.

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City Office, 143 Superior Street.

	Arrive.	Depart.
Akron and Canton.....	0 6:40 pm	0 7:10 am
Akron, Canton and Valley Jc.....	0 10:10 am	0 3:15 pm
Valley Junction and Way Stations.....	0 6:40 pm	0 7:10 am
Akron, Canton and Chicago.....	0 8:00 am	0 6:30 pm
Akron, Wooster and Chicago.....	0 7:10 pm	0 10:30 am
Wooster.....		0 6:30 pm
Akron, Canton and Marietta.....	0 2:25 pm	0 11:15 am
Akron, Canton and Cambridge.....	0 6:40 pm	0 3:15 pm
Wheeling, Washington, D. C., and Baltimore.....	0 2:25 pm	0 3:15 pm
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# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.*

VOL. X.

SEPTEMBER, 1893.

No. 1.

## RAILWAY SPECULATION.

UNDER the heading "Railway Transportation vs. Railway Speculation" the *Railway Review* says: "It is scarcely supposable that those who rail against 'soulless corporations' and 'grasping monopolies' and cite the fortunes acquired by railway speculators as evidence of millions 'wrung from the hard earnings of the people' are very much concerned about the correctness of their statements or will willingly receive any evidence tending to upset them, and yet it may not be out of place to remind them that the present financial stringency furnishes an illustration that is a complete answer to such statements."

Whatever "those who rail" have said, and however incorrect their statement, the *Review* fails to point specifically to that portion of this article wherein these "railings" find a complete answer in or by the present financial stringency. It seems that many railways have declared the usual dividends, and several are engaged in rate cutting on their own account, some have failed—the causes various. The *Review* should be more concise in establishing points of argument or assertion.

Continuing, the article makes use of Mr. Jay Gould and his methods as follows:

"Perhaps no one has been more frequently held up to public gaze as the arch enemy of public welfare and the oppressor of the people than the late Mr. Jay Gould, and the fortune that he accumulated—far beyond the ability of a single man to honestly earn within his allotted years—was pointed at as proof positive of such a statement. Probably the large majority of those who both make and listen to such statements believe that every dollar of his fortune, variously estimated from twenty-five to one hundred millions of dollars, was a direct contribution by the people in the way of charges paid for the transportation of persons and property over the various lines of railroad under his control; whereas it is probably the fact that, except so far as the manipulation of stock was thereby facilitated, Mr. Gould's for-

tune was diminished rather than increased by the physical operation of the roads in which he was interested. That is to say, could Mr. Gould have conducted his stock operations apart from the operation of the railroad itself his fortune would have been even larger than it was for the reason that, taken as a whole, the railroads operated by him were never able to pay their fixed charges and operating expenses, to say nothing of dividends."

It seems absurd to assert that a reading, reasoning public could think that every dollar of Gould's fortune was a direct contribution by the people through monies paid for transportation or that no portion of his money came from that source, and from the people. Is it reasonable to suppose that the revenues of the corporations controlled by this arch speculator and manipulator were applied to their legitimate channels, while his fortunes were made and lost wholly on Wall street? The holders of the stock of one road that Fisk and Gould used in speculation we know will not agree with the *Review* in its separation of railway speculation and transportation revenues. And while they may agree in the assertion that "had Gould conducted his stock operations apart from the operation of the railroad, his fortune would have been even larger," they feel sure had he done so the investors' fortunes would be also larger.

The following argument, premise and logical conclusion, must be an echo of that realm of business where shadows are bought and sold and fortunes made by one man without affecting others:

"But admitting for the moment and for the sake of argument that all these millions were the direct contribution of the people through the medium of extortionate railway charges, and that the entire amount of his fortune represented so many dollars directly wrung from the purses of the public, what then? It follows that if, as so persistently stated, the people are by reason of such accumulation so much the poorer, then any diminution in such a fortune is equivalent to a restoration to th-



people of a like amount. Or, to make an application of the illustration: The fortune left by Mr. Gould consisted largely in securities of the Missouri Pacific and Manhattan Elevated railroads and the Western Union Telegraph Company. In January of the present year Missouri Pacific stock was worth 60, Manhattan 174 $\frac{3}{4}$  and Western Union 101, his other invested securities being quoted at corresponding values. Now if his millions based upon those figures were all taken by extortion from the people, it is only logical to say that at present writing when Missouri Pacific is quoted at 16 $\frac{1}{2}$ , Manhattan at 100 and Western Union at 67 $\frac{1}{4}$ , with a corresponding reduction on all other securities, the difference between the amount of his fortune then and now is restored to the people. The simple statement of such an absurdity is sufficient to condemn it and yet the one is as consistent as the other, while both are fair illustrations of the statements made use of by anti-railroad agitators to inflame the mind of the people and provoke legislation to the permanent harm of all concerned therein."

In plain "United States language," if we give you one hundred dollars and you lose forty, that forty comes back to us. We are afraid the editor of the *Review* has been "on 'change.'"

The following is true to life as to the speculation, and in the day of the transaction rates may not be affected, but a burden will be placed upon that property used for speculation that will of necessity be borne by the public in the charges for transportation:

"It needs to be understood that the physical operation of a railroad as related to transportation, and the manipulation of its securities or railway speculation, are two distinct and separate things, the first having under some circumstances none, and under any circumstances but little influence upon the second, while the latter has no possible effect upon the former. A railroad possessing but little more than a streak of rust and right of way—and a large indebtedness—may be purchased for a song and through the exercise of economy, favorable traffic arrangements with other lines and a well conducted literary bureau its stock may be so manipulated as to be quoted on Wall street at many times the price of its original purchase; and that without any advance in rates charged for transportation over the road. A man engineering such a deal might add many millions of dollars to his quotable fortune, but not a dollar of those millions comes out of the pocket of the people in the way of exorbitant rates. It is simply a transfer of trading values from the books of one speculator to another; a transaction in which the public as such has no direct interest."

The public has an interest in these matters as they make the laws. That present laws are unjust is in a measure due to the jugglery of facts, imaginary wrongs through ignorance of actual facts: the truth is not vouchsafed to the

public, they can only judge by what they can understand,—the effects.

How much oppression in railway legislation is imaginary, and is merely denounced to stop the tide of legislative restriction? How much is due to absurd rate wars, self imposed?

Have not the law makers restored better conditions to railways touching the maintenance of rates, abolishing the payment of rebates and commissions and the issuing of complimentary transportation, which had become so burdensome and out of all reason?

After all is said, is there not much unsaid that would shed light on the subject?

The public are determined to take a "direct interest" in all these questions. We cannot disclaim the effects of gambling on legitimate business, nor silence inquiry.

The stream of public sentiment and power like the river may be dammed, but it is thereby gaining power and volume to accomplish greater results.

It seems a human fallacy this constant war of opposition, at a time when the efficiency of mutual agreement and understanding is known.

The conclusion of the article seems eminently just and fair under its most liberal construction, but some adequate law should be framed and enforced protecting those who suffer innocently from "such ventures."

"No defense or excuse for such methods of financial operation are here intended. Such transactions are gambling operations pure, if not simple, and should be made by law impossible; nor should sympathy be wasted upon those who, engaging in such ventures, find themselves in the end out of pocket, any more than is a man to be pitied who bets on the wrong horse. But it is high time that the difference between railway speculation and railway operation was understood by the people, so that actual investors in railways legitimately operated should not continue to be punished for the sins of railway speculators who use railway shares as they do cards—to gamble with. It is doubtful if there is any industry in the United States of any considerable magnitude the operation or conduct of which nets so small a return as the railways. Certainly there is none upon whose prosperity the welfare of so large a number of people is dependent. It may not be possible to remove from railways the evils attached to them by reason of speculative management, but it is possible to add to the welfare of the communities through which they run by relieving them from such legislative restrictions as make it impossible for them to be operated with profit."

G.



## Statutory Regulation of Transportation and its Results.

PREPARED FOR THE RAILWAY CONGRESS,  
WORLD'S COLUMBIAN AUXILIARY, BY  
A. G. SANFORD, COUNSEL OF THE  
INTERSTATE COMMERCE  
COMMISSION.

THE right of the supreme power in a state to regulate railroads and other instrumentalities of commerce is no longer an open question. It is no longer considered a doubtful exercise of the legislative authority to prescribe the rules by which commerce is to be governed; not only is this proposition universally recognized, but such regulation is generally considered to be a positive duty which the government, in a wise administration of its affairs, has no right to neglect.

Railways are public highways; they are instruments of commerce; the public have an interest in their use; they possess and operate franchises of a public character; the grants to them are in derogation of common rights in the nature of exclusive privileges; more than this, they are governmental agencies affecting the public welfare, and for any one and all of these accumulated reasons, they are, on the ground of public interest and necessity, subject to legislative control.

The construction and operation of railways is not merely a private speculation on the part of those individuals who may have invested their money in their creation. They exist and are operated only as forming a part of the government itself. Natural persons, who are not strictly officers of government prescribe the rules governing the details of railroad management, but in so doing they are only engaged in the administration of one of the functions of government. This fundamental doctrine underlying the whole subject of railroad construction and operation has been stated by the Supreme Court of the United States with such succinctness as to warrant a reproduction of the language. In *Olcott vs. Supervisors*, 16 Wallace, 694-5, the court says:

That railroads, though constructed by private corporations and owned by them, are public highways, has been the doctrine of nearly all the courts ever since such conveniences for passage and transportation have had any existence, \* \* \* whether the use of a railroad is a public or a private one depends in no measure upon the question of who constructed it, or who owns it. It has never been considered a matter of any importance that the road was built by the agency of a private cor-

poration. No matter who owns it, or who is the agent, the function performed is that of the state. Though the ownership is private the use is public.

And in *Railroad Co. vs. Maryland*, 21 Wallace 471, the doctrine is again asserted in the following language:

This unlimited right of the state to charge or to authorize others to charge toll, freight or fare for transportation on its roads, canals and railroads, arises from the simple fact that they are its own works or constructed under its authority—it gives them being.

It thus being the duty of government to administer the important function of its organization, namely, the providing of improved public highways, which its inhabitants may use as a means of facilitating commerce, and it having been determined, so far in the history of our own country at least, that this administration ought not be confided to government officials, and that the best management requires private ownership and unofficial direction, and having delegated a portion of its sovereignty to the administration of a corporation created by it for that purpose, it is beyond dispute that the delegated authority should be so restrained and guided by discreet legislation as to ensure to the whole people the very best possible results. Therefore I insist that a government not only may, but it should, provide for a statutory regulation of railroads, understanding that the kind of regulation mentioned on the subject was not intended to refer to those statutes which states under the "police power" so-called, may enact and which may extend to all regulations affecting the health, good order, morals, peace and safety of society. The "regulation" here to be considered is of another sort, and refers to statutes which have for their object the placing of the facilities of transportation within the reach of all, affording to each person an equal right to the advantages of transportation, by ensuring the imposition of just, reasonable, equal, non-discriminatory and stable charges.

Such charges should be "just and reasonable." That is to say, they should be neither too high nor too low. A railroad is often a monopoly. It controls the only avenues of traffic. Left to itself, by the imposition of too high a tariff, it could demand more than a fair rate for the business, and the community it serves be powerless to resist its merciless demands; or by making rates too low, it might throttle a weaker rival and strangle the life out of a competitor deriving its right to participate in the business from the same governmental source. Therefore rates must be just and reasonable, not only to the persons



who employ it as an instrumentality of commerce, but also as to all other persons and carriers, whose right to exist and do business, free from unreasonable and unjustifiable attacks, ought to be protected by the same laws which protect, or are designed to protect, the actual patron.

Rates should also be "equal" to each person requiring a like and contemporaneous service. It would seem to be unnecessary at first sight to make a special provision in laws of this character that rates should possess this element of equality, added to the other provision that they should be just and reasonable. But the necessity arises because some of the courts by a process of reasoning which is as mysterious as it is unconvincing, have held that a carrier may charge a greater sum to one person than to another for a like and contemporaneous service, without making an "unjust" discrimination in the sense that the word "unjust" is used in such statutes.

Rates should also be "non-discriminatory." Of course if there was a provision in such statutes for just and reasonable rates, and a requirement that they should be equal for a substantially similar service, there would be no need of a regulation against discrimination as to shippers of the same articles between the same points. But such regulations are necessary in order to protect different localities and different businesses. Each community is entitled to all the benefits of its geographical location, and laws in regulation of commerce ought to provide for the protection of those natural and other advantages which are peculiar to each situation.

Again rates ought to be stable. They should not be subject to sudden changes or temporary fluctuations. A change in rate charge should not go into operation until each patron shall have an opportunity to take advantage of it, and shape his particular business to the change of circumstances.

I have thus gone over in a general way the underlying principles which it is agreed on all sides should be protected and put into practical operation by laws regulating railroad traffic. The question thereupon arises as to what method of legislation is the best to bring about the desired result. Practical experience has determined that it is quite useless to enact a statute which begins and ends with a declaration that rates shall be characterized by any or all of the above specified qualifications and leave the practical enforcement of such regulation to the ordinary machinery of the government. The statute books of the world

show that the legislators have often times tried this experience, but such laws have always been honored more in the breach than the observance.

The ordinary machinery of the government, its executive and judicial branches, is not suited to a practical administration of such laws. The courts are overwhelmed in these days with the thousand and one subjects of litigation and their processes are necessarily too much delayed to apply the remedy of the laws in matters of this kind in such a way as to prevent the evil or advance the remedy. The wonderful development of railroad facilities during the past generation which has become so general as to enter into almost every transaction of business or social life has created a situation which may well demand of government a separate and distinct department, to the administration of which may wisely be confined the carrying into effect of general principles and distributing the charge for transportation service, which is in a certain measure a tax upon the people, with exact impartiality.

In some countries railroads are constructed and operated by the state, but such ownership and control is only adapted, if at all, to peculiar conditions, and in this country where the government is formed upon the confederation of a multiplicity of sovereignties such ownership and control would not be compatible with the best service. The magnitude of the operation of all the railroads of this country if aggregated into single ownership would be beyond the power of the best administrative capacity. Rivalry and competition of the several lines which of themselves operates to regulate and control the reasonableness of charges would at once lose their controlling influence. Every rate between every place would have to be a matter of independent action. Such ownership and control is not at the present time advocated in this country by any careful student of the situation, and exists only in the imagination of discontented theorists.

But almost fifty years ago a plan was suggested,—the statutory regulation of railroads by boards of commissioners—and since that time such regulation has been practiced with more or less success by various countries.

Not always have such boards been successful. The difficulty in this country of statutory regulation by the states, in view of the controlling force of the commercial clause in the constitution and the necessarily limited scope of such acts when put in force by a state, has



materially lessened the salutary effect of such statutes, besides legislators have quite uniformly fallen into the error of making such laws inflexible in those particulars wherein they should have been elastic, such as positive regulation of details, and weak in those particulars wherein they should have been strong, such as the powers given to the commissioners. Too often states have been disgraced by statutes nominally in regulation of railroads, but really a scheme of legalized petit larceny such as the recent act of a state that all railroads should furnish all the members of the state legislature with free passes.

Such laws only serve to bring the law making power into contempt. There have been many dismal failures in statutory regulation of railroads, and these failures have generally resulted from the ignoring of two elementary principles which ought to enter into every statute law, namely, simplicity and strength. Laws should be simple, easy to be understood and convenient of application, and should also have machinery of sufficient strength to put its provisions into practical operation.

Therefore it is that laws upon this subject should enact that rates and charges should be put into effect in accordance with general principles, broad and comprehensive enough to meet every situation; and as regulation by commission seems to be the only practical method of securing proper results, the underlying necessity of such regulation is to confine all matters of management and detail to the discretion of the board of commissioners. It goes without saying that that discretion ought not to be hampered or controlled by the attempted regulation of particular details and management in the law itself, and it is therefore a matter of astonishment and concern to find in all laws authorizing this sort of regulation, sections prohibitive of certain details of management from which the discretion of the board is withdrawn.

This object is well illustrated by the act of February, 1887, commonly known as the interstate commerce law. Section one provides that rates shall be "just and reasonable." Section two that they shall be "equal." Section three that they shall be "non-discriminatory." Section six that they shall be "stable and uniform." These sections embody all the elements which are necessary to the impartial administration of railroad properties, but on account of the different circumstances and conditions surrounding the question of railroad transportation, the details of applying these elementary principles must necessarily vary.

The legislators cannot foresee and cannot provide for exact regulation of all these details, but they can provide a board of commissioners to whose controlling discretion such matters may be confided, and it is quite necessary that in such a statute ample plenary power should be given to the administrative board.

Referring again to the interstate commerce law, the third section, which prohibits discriminations, was copied from the English railway laws where it had received a definite construction and the English courts had construed this section, which was incorporated into our law, as being prohibitive of the greater charge for the shorter haul. (*Budd v. London & N. W. R. Co.*, 36 L. T. N. S., 802. *Denaby Main Colliery Co. v. Manchester S. & L. R. Co.*, 3 N. & M. 426.)

By repeated decisions of our Supreme court where the statute of our country is copied from the English statute, and the statute there had received a judicial construction before its passage here, that judicial construction is held to be incorporated into our legislation.

In this view of the case of what practical use is the celebrated fourth, the "long and short haul" section of the law, which was intended as a prohibition of such charges, unless in a special case the commission might relieve the carrier from this otherwise absolute control. It is an instance of unnecessary legislation and harmful because the singling out of a single instance of discrimination, and prohibiting it, implies that the preceding three sections would fail to reach all cases of discrimination, so that instead of strengthening the prohibitions of the statute, it withdraws from it a portion of its vitality.

So too, the fifth section of the interstate law which prohibits all of a certain class of agreements between carriers, is another weak attempt to regulate details. Such a sweeping prohibition has no place in the statute unless every agreement of the kind prohibited was opposed to the best service.

I do not believe that the practice, so common in this country at one time, of charging a greater rate for the shorter haul should be generally permitted, but there are occasional instances, as has been very frequently pointed out by writers upon this subject and by practically disinterested persons identified with the management of railroad property, where such rates should be permitted. I do not believe that as a general rule, contracts looking to the destruction of competition should be permitted, but it is a matter of common experience that there are occasional instances



when the existence of the weaker lines and the best service depends upon peace rather than war. I would not take away from the statute a single vital word which would impair the carrying into practical effect of the general principles I have specified, but I firmly believe that the present law would be more practical and more effective if it contained only the provisions of the first, second, third and sixth sections, together with the other administrative features which seem to have been wisely enacted in aid thereof; I do not think that sufficient authority and control have been given to the board of commissioners authorized by it. An ideal law, in my estimation, would be one fashioned after, or perhaps identical with, the present law as to all principles which from their nature must enter into every transaction, which would be silent as to prohibitions in special cases, and which would give to the commission an authority so plenary that through their discretion they could put all of the necessary fundamental principles into immediate practice.

The present act to regulate commerce was practically the first attempt on the part of congress to attempt the regulation of interstate carriage. It would have been surprising if it had embraced all necessary subjects and had applied to each an unfailing remedy, and the legislative department deserves the highest commendation for having taken so long a step in the right direction, and the executive department has reason to be congratulated upon the wise selection of the various commissioners to whom the law has confided its administration. I only contend that to give the best possible direction to the duty of legislative control which the situation exacts from the supreme power in the state, the discretion of the commission should be unhampered and uncontrolled by special statutory prohibitions, and their determinations should be given a character and dignity corresponding to the character and dignity of the decisions of other legislative courts.

The extent of my argument on this subject is that amidst such an infinite diversity of circumstances and conditions, railroads ought not to be hampered by prohibitions or enactments regulating the details according to the momentary caprice or fancy of the law-making power, but the law should leave these details and their management to the wise discretion of the persons it designates as administrative officers, giving to such persons paramount and immediate authority, and so organizing the administrative board as to bring it into close

relationship to the subject and designed upon a plan which should be comprehensive and readily accessible to the public. It should be as free and as easy to reach as are the courts to whom are confided the administration of other departments of the law.

Such a law would necessarily require at least one commissioner in each judicial district of the circuit courts of the United States, machinery for speedy hearing and determination, and an appeal to an advisory board at the seat of government. The limits of enduring discussion do not permit me to enter into all the details of such an organization of commerce courts; while the question of just what would be for the best is quite complex and difficult, I do not consider the difficulties to be insurmountable; because having the organization and practice of the courts for a century or more, as an example, a satisfactory system could doubtless be evolved.

Regulation to give the best results should be certain and thorough. If it should be made an integral part of our judicial system, I have no doubt expenses of management would be reduced to a minimum, the tax of the cost of transportation would be levied with even-handed impartiality and ruinous competition would be unknown, and the railroads of our country would become up to the full measure of their capacity, hasten in a new era of commercial activity and consequent national prosperity.

---

Her Admirer — "Ah, thanks! I've been listening—dreaming over your charming playing from the other room."

She—"Really? But it was my little sister playing her scales!"

Driven to extremities—A professor shot a student the other day. He had come to the conclusion that it was the only way to get anything into his head.

When a mercantile concern "takes in sail" it is in the interest of the balance sheet.—*Lowell Courier*.

A peculiarity about it is that when money is tight it's business that's apt to stagger.—*Philadelphia Times*.

Patient—"Do you give gas?" Dentist—"No; you have to pay for it. This isn't a barber shop."—*Brooklyn Life*.

Hustle (of the Blazer)—"You must read my paper. It is the only paper of its kind in the world." Simplegood—"Is that so? Really, you don't know how glad I am to hear it."—*Boston Transcript*.



**BARELY AT THE FAIR.**

—  
 OUR WITTY CORRESPONDENT VISITS CHICAGO  
 AND TELLS US WHAT HE SAW THERE  
 —FUN, FACTS AND FANCY.  
 —

[T is not so much that I purpose telling the readers of *THE STATION AGENT* something about the wonderful sights to be seen at the greatest World's Fair the all-beholding heavens have ever arched themselves over, but rather that I would talk over with those who have been there, and seen for themselves, a few of the vast number of exhibits,—sort of recall to them a striking novelty or an interesting display here and there, and live over with them for the moment the surprise and the enjoyment of it all. Indeed, it has become almost as fatal a thing to attempt to recount to another what you saw and did and had done to you at this stupendous collection of the earth's finest and best as it is to give a whistled expression to that cruelly persecuted melody, "After the Ball." Furthermore, it would be beyond the ability of any one so weakly mortal as the subscriber to remember, let alone enumerate, the one one-hundredth of the millions of things he did see—and escaped from. And then again, an authority who speaks whereof he knows declares that were one to devote but two minutes to each exhibit at the Fair it would take him thirty-two years to complete the inspection. So then, how can one do more than hold up their hands in utter despair and, with a profound sense of their ridiculous weakness but with a desperate resolve to say *something*, sillily exclaim: "Oh, but did you see the red-headed girl waiters at the White Horse Inn!" However, notwithstanding the appalling discouragement arising from the immensity of the Fair, I am going to sit down here in the columns of *THE STATION AGENT* and talk over with its readers for a week or two Some Things We Saw at the World's Fair.

They will not include the big cheese that Jimmy Dart sent from Canada. The cheese is there. I smelt it. But I didn't see it. I walked all around it and I climbed to the top of it, but no where could I find an opening in the heavy wooden casing surrounding it through which to view it. I think if Mr. Dart had have securely penned in the odor and made a freer display of the cheese it would have been more agreeable all around.

If any of you have within you a strain of sympathetic memory like that which abides

with me, when you saw that huge horse and rider made of prunes in the California State Building your thoughts must have gone out instantly and compassionately to Rather Wonderful Wright and his famous nineteen dollar Yellowstone horse. While looking at it one day I heard a lady, who must have either been a violently loyal Californian or abnormally fond of prunes, gushingly exclaim: "Oh, see that gigantic prune horse! I feel as if I could eat his entire tail!" There are just two and one-half bushels of prunes in the tail. I was very much astonished at another California exhibit shown in the Western Union Telegraph Company's display in the Electricity Building. It consisted of a section of a telegraph pole which the woodpeckers had, as is their custom, it appears, bored full of holes and fitted acorns into during the summer, so that when winter comes and the ground is covered with ice and snow they have easy recourse to this singularly and yet conveniently stored provender. I believe, however, that it is the tenant of, and not the acorn itself, that they feed upon. To return to the California State Building for a moment, among a quantity of peculiarly primitive articles shown there, such as were used by the first settlers, Humboldt county displays an altogether unique curiosity in the shape of a violin, the frame of which consists of a mule's skull. It is a relic of Seth Kinman, the once famous hunter and trapper. It is related that Kinman was a violin player and had a mule that was of a very pronounced musical disposition. So much so, indeed, that whenever Kinman played the violin the mule would stick his head in the door of the tent and beat perfect time with his ears. In course of time the mule died. Whether it had heard its master playing "Who Stole the Donkey" and succumbed to a broken heart, I do not know. But after its death Kinman immortalized it by making a violin frame of its skull. And a most gruesome-looking affair it is. All the while that I timidly eyed it I could imagine I saw a spectral bow passing across its strings and heard the music of "The Dead March in Saul" coming from it in weird-like tones.

The Art Gallery was my despair and the Forestry Building my delight. For the reason that the former, in the first place, was so confusingly involved and so maze-like in its inner construction that one wandered blindly through it, never knowing just where they were or where they were going to come out, and, in the second place, it was hung so overflowing full of pictures that at the very first



my hopes of seeing them all sunk ten fathoms below the surface of my most vigorous efforts, and never rose to the top again. But when I got into the Forestry Building and found myself able to take in its entire interior with one sweeping glance of the eye, I felt more courageous. "Here," I said, "is something of my size. I can manage this building with one eye tied behind me." However, when it came to taking in the surpassing beauty of those highly polished sections of California red-wood I found good use for both eyes. Some of these wonderful pieces of red-wood looked to me, when seen at certain distances and in peculiar lights, like huge slabs of Tennessee marble. Here, just alongside the section of a tree that had grown just as much in the 400 years after Columbus run up against our shores as it had in all the time before, is to be seen the Right Honorable Grand Old Man Gladstone's famous axe,—or at least one of them. This one he had used a number of times in felling trees before presenting it to Chicago's cleverest poet, Eugene Field, who now writes his poems with it. That is one reason why they are so clean cut and have such a true ring. Certainly the most complete display in this building is that of the State of Ohio. Every species of tree that is grown in the state is shown in full detail, each in a separate panel, from leaf to log.

But although my despair in the Art Gallery was so deep as to cover me, I did manage to see far enough above it to get a good view of three very familiar pictures to me, and to my liking three as good pictures as fell under the scrutiny of my uneducated eye. Hovenden's "Breaking the Home Ties" tells in a masterly way—with a trueness to life that is almost speaking, the story—simple enough to the on-looker perhaps, but meaning so much to the household concerned—of a lad bidding his family good-bye and starting out into the world to make or mar his way. The realism of the detail is marvelous, and the strength of the central figures—the boy and his mother—impressive in the extreme. And then there is Knight's "Hailing the Ferry"—a more graceful picture it would be difficult to conceive. See the charming figures of the two women standing upon the river's bank! Rustic though their garb, there is a refinement of personality, a pleasing plumpness, a warmth in the coloring of the flesh, and a certain elegance in their poise—especially of the nearer of the two—which might well adorn royalty itself. The only regret that filled me as I looked longingly at them was that I wasn't the

ferryman whom they were summoning to them. The river banks with clusters of trees upon them, and the shining river itself gliding smoothly between, make a very lovely background, while the ferryman with his boat a little way down on the far side of the river, gives just enough of a practical turn to the picture to make it humanly enjoyable. The third picture is Richard's fine marine, "Old Ocean's Gray and Melancholy Waste." The fact that Mr. Richards put a frame around this picture is alone what keeps the ocean from surging out over the walls and floors of the gallery. It is certainly real enough to do it if it were not confined by the frame. Stand with me here a moment and watch that wave! Do you see it swaying lazily towards us—nearer, nearer—ah, see, it has lapped the frame itself! Didn't I tell you that gilded boundary was all that restrained it! See again out yonder how the waters change in the light! Do you see how they actually move out of the shadows and in again! You may say it is I who move, but I silently dispute you. I can see plainly enough it is the ocean itself. Nay, more, I can distinctly hear its very throb. Furthermore, look at that gilt turn there in the corner of the frame; well, that's my mark, I've been watching it and I'm positive that since we've stood here the ocean tide has risen a foot! Don't contradict me, or I'll hurl you into the middle of the picture and leave you to struggle out of its restless waters for doubting their realness.

In the Russian section of the Art Gallery there is also a fine marine—a very large one, showing a monster vessel tossed between towering waves, and the sun pouring upon one side of it, and the waters about a fiercely bright light that halts one with its intensity.

To turn from art to nature, where have you ever seen a more surprising landscape than the "Grain Picture" in the Illinois State Building? Why even the window curtains in the house are looped back and the cows are supplied with a cud. To think that the entire affair—fields, fences, houses, barns, pumps, cattle, roads, horses, wagons, men, all and everything—is worked out with grains and other farm growths! How true the shading! how natural the crops! It is indeed a novel conceit admirably executed. The ceiling of grain in the Iowa State Building is another work of wonder, while the polished woods from the petrified forests of Arizona, rivaling in their veining and their gloss the most beautiful marbles, are among the greatest doubt creators at the Fair. When told they are wood you look at them with grave misgivings, and a



with the most recent, and the improvement of the age is shown by the comparison. An ox-team from the days of Abraham, or a bullock-drawn cart from the Madeira Islands, where wheeled vehicles are unknown, present a curious spectacle alongside one of the fine road equipages of to-day or the famous New York Central engine 999. And so is to be seen here a boat used on the Sea of Galilee in the time of Christ, and fashioned by hand, and a few steps along a section of one of the International Navigation Company's magnificent steamers. This latter is without doubt one of, if not *the*, most impressive exhibits here. Reaching from the hull to the top of the smoke-stack and showing state-rooms, cabins, library, dining-room, smoking-room, decks, etc., etc., finished and decorated in the richest beauty. To see so mammoth and complete an exhibit—as if it had been cut out of the centre of an ocean steamer and set down here—stands one aghast with astonishment and admiration. The baby carriage of our infancy stands in the shadow of the superb ebony hearse—the carriage of our old age! The lavishly upholstered panlanquin in which Mrs. Sheldon was carried through the jungles of Africa; the hammock in which the Dahomeyans transport their passengers; leather wine and water bottles such as are used in far-away countries; Daniel Webster's coach of 1808; the present day Lord Mayor of London's coach; a Turkish sedan; a Japanese jinrikisha; an Irish jaunting car; an Raquimaux dog-sled; a pair of American roller skates, and everything else that ever was or is in the way of transporting yourself or your wares is here. The curious looking French locomotives; the clumsy looking ones of Germany and England only reconcile one the more to the graceful, trim-built engine of our own country. But the "Lord of the Isles" and the "Empire Queen," showing England's locomotives as they were in 1851 and are to-day, are very interesting to look upon. A peep into the passenger cars of England and of Germany give you as good an idea of how folks travel abroad as if you went abroad to find out for yourself. And while nothing can ever make us believe other than that our way is the best, we can here all see for ourselves that in the matter of interior and exterior furnishings and fittings and comfortable, even luxurious, upholstery, the foreign cars are fully up to our own. Indeed, there is one car here in blue and gold, such as is run on the Imperial Road out of Frankfurt, Germany, which looks more like a magnificent piece of parlor furniture than a railroad car. The Canadian Pacific Rail-

way train built of solid mahogany has been so widely discussed that we must all feel very familiar with it, as well as with the Pennsylvania Railroad's unique and important exhibit which has been so splendidly arranged in its own building, and which shows the onward movement from the Conestoga wagon, through the period of the celebrated "John Bull" train, up to the present day of the superb Pullman car and the elegant double-decked ferry boat—especially noticeable is a perspective map of the road showing the location of every train in motion on its system at six o'clock on the morning of Columbia Day, Oct. 21st, 1892; a small globe with a single rail of track running round it, to show that if the rail used in the track of the Pennsylvania system was laid out in one connected line it would reach around the world and lap over into the Pacific Ocean as far out as the Sandwich Islands; and the original check drawn by John D. Taylor, the then treasurer of the P. R. R., to pay for the Philadelphia, Wilmington & Baltimore railroad, which they purchased in 1880, and amounting to within a few dollars to fifteen million dollars, said to be the largest check ever drawn. This P. R. R. exhibit, along with that of the New York Central road, is just outside the Transportation Building proper. This latter road shows the De Witt Clinton locomotive and train, the coaches being like old-time stage coaches in shape and style, in comparison with their famous Empire State Express engine 999 and train, and nothing could so forcibly illustrate the progress in transportation means and methods during the last sixty years than to look upon the past and present as thus brought together with these two trains. At this point it is interesting to note that a recent writer in referring to the fact that we can see here the "most imperfect locomotive in its almost tea-kettle form," further suggests in a sort of prophetic way that we also see here "the most perfect locomotive that will ever be built: the beginning and the end of steam railway traffic." He evidently thinks that all future study and experiment and finally perfection will be directed towards making electricity the motive power in railroading. And it is quite a thought! Who knows but we to-day are seeing the steam engine at its best! So rapidly is electricity making its way in the practical world that it is a very warrantable belief to have that inventors will turn from steam power to this other so much stronger and so much quicker. Indeed, already has the movement begun. France steps to the front with a 100-ton electric loco



knowingly wandered into Fairyland. For surely these dream-like buildings can only have been carved out of a poet's fine imagination by some process of necromancy, and beautifully ornamented by tracings now soft, now virile, and by lovely figures of the gods and goddesses, at the hands of some deft elf. And still more when

"The day is done and the darkness  
Falls from the wings of Night,

with you still standing in worshipful awe in the Court of Honor, and you see a brilliant necklace of glowing beads of light thrown round the dome of the Administration Building, and strings of the same festoon it all about and mark with fervent beauty the outlines of all the surrounding buildings, and finally come in a row of mellow radiance around the walls of the lagoon to light up its waters and reflect a million dancing rays within them—when the tiny electric lamps have done all this, and the fountains play in fantastic shapes robed in all the lovely colors of the rainbow, then you *know* you have by some surprising chance rubbed Aladdin's lamp and been transported to some gorgeous land of magic.

We are now for a moment or two in the Liberal Arts Building. Ah, here is richness! It glitters gloriously from Tiffany's one hundred thousand dollar yellow diamond; it curls about in graceful witchery upon the ceiling of the Gorham booth; it hangs in rich folds in the four thousand dollar dress with its thirty-two hundred dollar strip of lace down the front in the French exhibit; it stands up bold and brave in the impressive iron gates to the German exhibit; it laughs out from the exquisite sculptures in the Italian exhibits; it blazons forth in the Russian bronzes; it coruscates in the reproduction of of a Louis Quinze boudoir in cream and gold made by Herts Brothers of New York—the ceiling and walls as well as the furniture of the room being heavily enameled, and the exhibit costing as it stands fifty thousand dollars; it appeals to you from all sides in Tiffany's exhibit of Decorative Glass and their charming chapel; it fairly jumps at you from the exhibit of the Singer Sewing Machine's astonishing work—marvelously wrought curtains, beautifully ornamented furniture coverings, stirringly pretty pictures, colored and shaded as perfectly as nature itself, all these and many more picked out and completed by the machine's agile and versatile needle; it taps you on the shoulder and beckons you into the Belgium exhibit of rare vases; it peers invitingly out

at you from the Japanese section; it meets you at every turn, and whether in metal or glass, silks or china, jewels or clothing, there is a richness here that delights, that deluges and distracts.

I wish we had time to talk a little about the wonders of the Electricity Building, where that mysterious power, as delicate in its touch as the tap of a rose leaf or as powerful as the force of a huge engine, holds such sorcerous sway—if only to speak of that starting streak of lightning shown there in which is represented two million volts of electricity—energy enough to drive the monument at Washington through the sun without knocking it an inch out of its course; or to tell of the heating to a white intensity a bar of iron in a bucket of water, which water had a current of electricity passing through it. Or that we had the leisure to chat over matters and things in Machinery Hall where all the type setting machines and printing presses are, and so finely perfected that one can now (almost) drop his handkerchief in the slot and get out the tenth edition of his favorite evening paper, handsomely illustrated. For, say these human-like machines, give us a rag and we will return you a completely printed paper. Or that we could stop in the Agricultural Building just long enough to stay our stomachs with a sample of soup and a specimen biscuit so generously given out in the gallery. But the day passes and it behooves us to move along to the Transportation Building. Now, don't everybody ask at once if I saw "Puffing Billy!" Of course I saw it, and a curious looking creature it is. It proved, no doubt, a helpful link in the chain of locomotive advancement, but whether it was ever capable of any serious work is doubtful. "Puffing Billy" belongs to that wonderful evolutionary exhibit showing the progress of the use of steam on land from its first beginning in 1680 up to the present day, which the Baltimore & Ohio Railroad Company has so strikingly presented through the efforts of Major Pangborn. The B. & O. have the largest and probably the best educational exhibit in the transportation department. This Transportation Building exhibit, by-the-way, is peculiar to itself in one particular. It is preeminently an exhibit of contrasts. In the other buildings are shown almost entirely the most advanced class of exhibits—the very latest and newest and best specimens of everything, as an evidence of the foremost state of progress and perfection to which the world has attained. But in the Transportation Building the earliest known vehicles are made to go hand in hand



with the most recent, and the improvement of the age is shown by the comparison. An ox-team from the days of Abraham, or a bullock-drawn cart from the Madeira Islands, where wheeled vehicles are unknown, present a curious spectacle alongside one of the fine road equipages of to-day or the famous New York Central engine 999. And so is to be seen here a boat used on the Sea of Galilee in the time of Christ, and fashioned by hand, and a few steps along a section of one of the International Navigation Company's magnificent steamers. This latter is without doubt one of, if not *the*, most impressive exhibits here. Reaching from the hull to the top of the smoke-stack and showing state-rooms, cabins, library, dining-room, smoking-room, decks, etc., etc., finished and decorated in the richest beauty. To see so mammoth and complete an exhibit—as if it had been cut out of the centre of an ocean steamer and set down here—stands one aghast with astonishment and admiration. The baby carriage of our infancy stands in the shadow of the superb ebony hearse—the carriage of our old age! The lavishly upholstered panlanquin in which Mrs. Sheldon was carried through the jungles of Africa; the hammock in which the Dahomeyans transport their passengers; leather wine and water bottles such as are used in far-away countries; Daniel Webster's coach of 1808; the present day Lord Mayor of London's coach; a Turkish sedan; a Japanese jinrikisha; an Irish jaunting car; an Esquimaux dog-sled; a pair of American roller skates, and everything else that ever was or is in the way of transporting yourself or your wares is here. The curious looking French locomotives; the clumsy looking ones of Germany and England only reconcile one the more to the graceful, trim-built engine of our own country. But the "Lord of the Isles" and the "Empire Queen," showing England's locomotives as they were in 1851 and are to-day, are very interesting to look upon. A peep into the passenger cars of England and of Germany give you as good an idea of how folks travel abroad as if you went abroad to find out for yourself. And while nothing can ever make us believe other than that our way is the best, we can here all see for ourselves that in the matter of interior and exterior furnishings and fittings and comfortable, even luxurious, upholstering, the foreign cars are fully up to our own. Indeed, there is one car here in blue and gold, such as is run on the Imperial Road out of Frankfurt, Germany, which looks more like a magnificent piece of parlor furniture than a railroad car. The Canadian Pacific Rail-

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motive of 500 electrical horse power, and the eyes and the minds and the brains of mechanical and electrical engineers the world around are upon it and the possibilities it suggests. This is unquestionably the Age of Electricity, and he who has a button is certain to push greater things out of it even next year than are "dreamed of in our philosophy" this.

And so it is that coming out of the rich and radiant "Golden Door" of the Transportation Building—a doorway, arch within arch, whose designs artistically picture the birth and growth of transportation, and over all of which is laid a coating of gold leaf—coming out at this splendid series of history-telling arches the thought throbs within us that another arch will soon have to be added—the most striking one of all, for it will illustrate the wild power of the lightning harnessed to our railroad trains!

While we are resting a moment amid the curious plants and growths in Horticultural Hall and having our appetites tantalized by the sight and scent of the tempting fruits spread out around us; or while we tarry for an instant in the Mining Building looking skeptically at the famous Montana silver statue of Ada Rehan holding down an immense block of gold; or upon that high-reaching shaft of coal which Pennsylvania sets up to make the world wonder at; or wishfully peer into the cases filled with California gold, shown just as it is found there in all its many ways—what a manifoldly blessed state California is, by-the-way! A lofty silken banner in its State Building confirms what its exhibits tell you below, namely, that it is a "land of sunshine and flowers." It not only is favored with climate and blossoms and fruits above ground, but seems to have the ground itself thickly spiced with those precious grains which so pleasantly season life. A state with the air full of fruit and the ground full of gold is peculiarly blessed to my notion. But while we are giving our feet and limbs a short rest here, let us talk ourselves over into the Wholeway Plaisance—I don't care what they call it, there's nothing Midway about it! It's the whole thing entire. And why they did not have a Tower of Babel within it I haven't found out. They've certainly got the confusion of tongues. On our way over let us stop a second at the Woman's Building. Don't be alarmed at that clamor. It isn't a riotous outbreak of twenty million bloodthirsty Anarchists. It is only a peace meeting of the Board of Lady Managers. I have often heard of the monumental patience of women, and since seeing that Prairie

Chicken cloak in their building I believe there is something in it. It took the woman who made this cloak ten years to complete it, and there are but two feathers from any one prairie chicken in it—probably a feather from each wing with some particular coloring to make the cloak uniform. Just imagine your wife or my sweetheart waiting ten years for a cloak!

"Here you are! Step this way with your mouth wide open and wash the dust out of your throat with a glass of wild cherry phosphate, the finest *bee-verage* on the grounds!" This brings us into the Avenue of Amusements—the Pathway of Pleasure—the Novelty of Nations, Naked and Otherwise. They may talk as they will about the greater attractions of the Fair proper and its refined and intellectual strength, but, after all, there is much of human interest down here on the Plaisance. What with the nomad Arabs from the deserts, the almond-eyed Celestials from China, the genuine Indians from our western prairies, the Esquimaux from the steppes of the frozen north, the Egyptians from the pyramids of the Nile, savages from the Cannibal Islands of the Seas, natives from the pampas of South America, grotesque Turks from Asia, wanderers from the walls of Jerusalem, and a pageful of others, there is enough variety here to satisfy the most exacting. Here on either hand are their villages and here is shown their mode of life. Of course, the more we see of them the more we thank heaven that we were born in the civilization of our own country and the more content we are to eat a cold dinner on wash-day. Nevertheless, everything here is interesting, and while it often amuses it also educates us better than anything else would in the appearance of our foreign brethren, their styles of habitation and their manners and customs of life. In turn some of them are being frightfully educated in our ways,—or at least in the frightful ways of some of us. For instance, in the South Sea Island village, where the natives wear but a waist clout at best, they have learned under the tutelage of some mischievous visitors to part with even that covering, piece by piece, at a nickel a piece, until for fifteen or twenty cents they stand in all the black bareness of nature, greatly to the surprise and embarrassment of innocent and unsuspecting guests. In the Moorish Palace along with many curious and interesting exhibits—and some very puzzling—is shown what is claimed to be the original guillotine upon which Marie Antoinette was beheaded. Whether it is a genuine claim or not, the instrument looks as if it might be,



and with all its ghastly ugliness it recalls with a shudder the history of the cruel past when men and women of high degree might any moment be slaughtered to please the whims of a tyrant or to satisfy the wickedness of a mob. Indeed, so great an impression did this instrument of death and the figure of Marie Antoinette, clad in black, with her beautiful hair and refined, intellectual face, walking to it to be butchered, make upon me, that when I passed out into the open air again for an hour afterwards all I seemed to see was Robespierre walking along the avenue and passing him in crowds the people whom he had caused to be murdered on this very guillotine probably, each carrying his or her severed head in their hand, which they waved ominously at him. I am a temperate man, by-the-way, and never drink in anything but Florida orange cider and inspiration. At the top of a short flight of stairs in this Moorish Palace they have a series of mirrors so arranged that when two or three people stand there it looks as if you were in a room with a hundred people in. Moreover it shows you yourself at every possible angle and from every imaginable point of view. What a place this would be for a woman to do up her back hair! You certainly see yourself as you have never seen yourself before. Looking to my right I saw a peculiar character of most singular appearance and with very unpleasant features. I really felt sorry for him, for I knew that a man with such an unprepossessing visage must have difficulty in getting through the world without throwing children into spasms and frightening grown people to death. I turned to see the person himself and found I was moving my own head in the glass. Now I know why it is it always rains when I turn my face towards the sky.

I had been in the Turkish bazar looking over the thousands of gim-cracks they have there and witnessing with great interest an energetic young Turk's efforts to make a customer of an unwilling woman. "See, lady, the nice Turkish candy! Dis box not full. I give you full box fresh candy. One piece so good it taste good all one day. Nother piece nother day. So las' you long time. See, lady, lady, see, see!" She moved away without buying and he leaned over the counter following her up with his greedy eyes and lusty lungs as far as he could keep track of her, "Lady, do I get you? Do I get you? Do I get you, la-a-a-dy!!" But he goteth her not. I came out on the pathway just in time to see a nervous little woman suddenly look about in a

searching way and then try to run about in half a dozen different directions at once, screaming out, "Oh, did you see Terry? *did* you see Terry!" A comfortable, unstampedable looking sort of a man directly in her path glanced assuringly at her and said, "Yes, madam, yes!" "Where! where!" she cried. And he calmly answered, "In Indiana yesterday morning." "Terry Jamison!!" she shrieked. "Oh, no, madam," said he, "I thought you meant Terre Haute." And then it was that I unexpectedly come up against a very queer linking of the past with the present. An Egyptian pyramid—if not itself one of the original, still an accredited representation—from the banks of the Nile, rose up before me like a huge memorial monument at the grave of the buried ages, the hieroglyphics upon it speaking the praises of the deceased. Here was a needle that had stood for 5,000 years probably, and brought the dust of the dead past to darken our eyes with the veil of antiquity! Here it stood in all the mute eloquence of a hushed history of the Orient! And to one side of it was firmly fastened a rubber insulator, which in turn supported an electric light wire running from a powerful arc light on one side to a similar light on the other. A pillar that came into shape almost with the creation of the world utilized for an electric light pole! The farthest away past made to hold up the latest and greatest achievement of modern science! The remotest period of time joined to the vital present! Strange and startling sights, indeed, are to be seen on the Plaisance!

"Old Vienna," with its 400 years of ancientness upon it, its many curious little shops filled with odd wares, and its quaint old watchman going about with his staff and lantern to satisfy the timid with his hourly cry of "All is well!" makes it a very interesting place to spend an hour. And that's about the cheapest thing you can spend there. For after that everything comes very high. But a supper there is quite the fashion with those who can afford it, and the music is undoubtedly the finest in every particular to be heard at the Fair. There is also an exceptionally fine band in the German Village and many reminders of the Fatherland to interest one. The lace making by the lassies, the jig dancing by the lads, and the blarney-stone kissing by the visitors help to make the Irish Village a very attractive place. The big ape in the Javanese Village adds another chapter to Darwin's book every time a visitor pulls its tail.

If you will shut your eyes a moment until I get you through this gate, and then open



them, you will probably think you've been drugged and are having some wild, fantastic dream. But you are not. You are simply in a "Street of Cairo." All these curious samples of Arabic architecture were picked up piece by piece in Cairo and brought here and put together. There is real genuineness in this "Street of Cairo," from the good things the fortune teller reads to you to the humps on the camels' backs. It is just noon and the famous Egyptian wedding procession and ceremonies are about to take place. At the head marches a little black donkey with two black monkeys upon its back; then come the wrestlers, and the swordsmen, and the juggler with the enchanted eggs sticking fast to any part of his face he touches them, and the, most curious of all, the grinning little fellow with the blackest face possible, who has a wide belt of shells about his waist which rattle in a terrifying manner every time he wriggles his body, and then come the camels—four or five of them—bearing the palanquin containing the thickly veiled bride and her attendants. They stop in the open square, form a circle and in the centre the wrestlers wrestle and the juggler juggles and the swordsmen swordle, and the drums beat and the cymbals jingle and the patriarchs chant—and then it's all over and the procession retires to the end of the street again, the enchanted eggs still taking up all sorts of positions on the juggler's face, and that distracting specimen of chattering Egyptianhood in the little booth on the right starts up once more his incessant cry of "Bum-bum, bum-bum! Egyptian candy! Very good bum-bum, bum-bum, bum-bum, very good bum-bum, bum-bum, de-ay candy!" and keeps up his persistent iteration by the hour. But what married the bride and who married her I don't believe any one knows. Such a multitude of little shops! And the wonderful Seventeenth Century house of the rich Arab Gamal El Din El Sahabi sounds like a college cry. Here's an imitation of the Temple of Luxor, built 1550 years before Christ, cheerfully garnished with ten royal mummies, including Rameses II. and the fatherinlaw and sisterinlaw of King Solomon. The lover of dried beef finds a choice selection here. But the Mosque and the Minaret are rare sights. Nothing more dainty or graceful is to be seen at the Fair than this Minaret of the Mosque of Abou Bake Mazhar, and said to be the finest in Cairo, as it winds its spiral beauty, delicate in design and white in color, far above the surrounding buildings.

But, after all, it is the camels and the donkeys with their noisy attendants that attract

the most attention in this "Street of Cairo." Fifteen cents pays for a donkey ride and twenty-five cents for a camel ride. But if you don't fee the attendant in addition to this charge he will remind you of it by crying out to you, "Don't forget Moses!" They have been quick to pick up Americanisms and very cute in the application of their knowledge. They have given their donkeys such names as George Washington, Christopher Columbus, Dan McGinty, Daniel Webster, Jim Blaine, Carter Harrison, Dr. Keeley, etc., etc., and of the four or five camels, one they call Mrs. Cleveland, another Gen. Sherman, a third Annie Rooney. There was one there that I thought should have been called Tom Campbell from the way in which it made its eye disappear and reappear—something like Tom does a silver dollar. Perhaps you will say that this was done by simply closing the lid over the eye on one side of its head and opening the lid from the eye on the other side of its head. But it didn't seem that way. It looked just as if it did it all with one eye, and while that eye would be staring at you from the right side, it would suddenly be taken out of sight and abruptly thrust out at you from the left side. But they didn't call it Tom Campbell. For family reasons they gave it the name of Lily Langtry. Such a screaming time as the women folks have when the camels set their props and get up with them (the women) on their backs. And again when they unjoint themselves and let themselves down for the women to get off. To say nothing of the hysterical laughing they do as the "ship of the desert" ploughs along through the trough of the crowded street, surging up and down like a ship of the line on the tossing billows of the sea. But, notwithstanding the ridiculous figure they cut and the discomfort of the jaunt, there is a fascination about this thing of a camel ride in the "Street of Cairo" that no woman seems able to resist. She will squander her last quarter and misshape her finest pair of corsets in yielding to this irrepressible desire to be swayed back and forth and churned like a pound of butter between the humps of a meek-eyed camel. Every camel with its cargo of human freight upon its back is led the length of the street and back by a swarthy Egyptian, and in the whole round of the Plaisance there is nothing more absurd than to see and hear one of these dark denizens from the benighted land of the Sphinx racing along at the head of a camel singing at the top of his voice, "Ta-ra ra boom de-ay!" And, indeed, this idiotic refrain seems to be the jubilee cry of every nation on the Plaisance.





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SECRETARY AND TREASURER . . . . .	R. W. WRIGHT . . . . .	CLEVELAND, O

### How to Join the R. A. A.

**R**EADERS of THE STATION AGENT who are not members of the Railway Agents' Association can make no better beginning of the new year than by joining this representative of the traffic earners of the railroad service. The platform of the R. A. A. will certainly commend itself to every agent. We quote from the constitution:

#### ARTICLE III.

"The Association shall seek to attain these objects, by the details of organization as hereinafter described, by correspondence and personal intercourse between members individually and through the columns of an official organ, by holding conventions of the Grand and State Divisions, by inviting the co-operation of railway officials, by not resorting to strikes as a means of settling differences between railway companies and employees, and by preventing as far as possible, teaching of students the art of telegraphy or station work of any kind, except to regular paid employees of the railway companies."

The objects and policy of the association are given in a pamphlet issued by the Grand Division and are as follows:

The Railway Agents' Association is an organization of traffic representatives of the railway service. It embraces in its ranks Agents of all classes, Bonded Cashiers and Chief Clerks. Its objects are as follows:

To increase the efficiency of the vast army of Agents.

To combat the hostile sentiment against railway interest in the public mind in many communities.

To impress upon railway managers the necessity of bringing the Agents under the direct control of the traffic department as far as possible.

To practically demonstrate the fact that the Freight and Ticket Agents, as the revenue earners of the railway service, are, or should be, the best and most intelligent class of men in the employ of the companies, and that the financial prosperity of a road depends on their efficiency, and thus to make agency work the best paid branch of the service.

To establish and operate a Guarantee Company.

To conduct an Employment Bureau for the benefit of our members.

To prevent the indiscriminate teaching of "students" in railroad telegraph offices.

To educate our members through our official paper and by meetings to a better understanding and appreciation of their duties as agents and railway employees.

To prove that the agents are above the necessity of resorting to the methods of radical labor organizations in the association representing their branch of the service.

It is taken for granted that every railroad man into whose hands this pamphlet may fall, and who is eligible for membership, has convinced himself that he ought to be a member of the Railway Agents' Association. The next question is, How shall I join and what is it necessary for me to do? These are inquiries that are easily answered. On this page will be found an application blank which should be filled out and sent to the Grand Secretary, R. W. Wright, 45 Sheriff street, Cleveland, O. The amount of the initiation fee is \$3, and the dues \$5 per year, or 42 cents per month, payable in advance. Dues may be paid either annually or semi-annually in advance. That is, a member may remit for the entire year or for six months. For instance, if application is



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**At Rest.**

J. T. R. MCKAY.

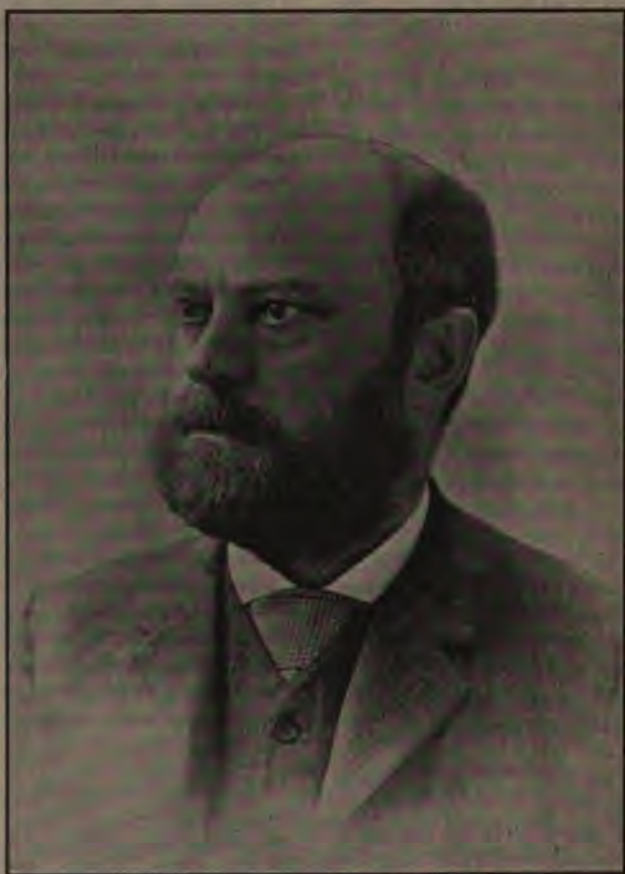
J. T. R. MCKAY, General Freight Agent of the Lake Shore & Michigan Southern Railway, died at his home in Cleveland on the evening of September 5th, of paralysis of the heart.

Mr. McKay was fifty-five years of age, and a native of Toronto, Ontario. He began his

career, he has filled the position of General Freight Agent.

Mr. McKay has been in ill health for many months, during which time his family and friends apprehended that his life work was rapidly nearing its close.

Mr. McKay was a savant and a genius in freight traffic management. He was eminently popular among his associates and patrons of the railway with which he was so long identified. Unassuming, genial and jovial, he



J. T. R. MCKAY.

railroad career in 1854 as a minor clerk in the service of the Cleveland & Toledo Railroad, now the Toledo Division of the L. S. & M. S. Railway.

For about two years, 1867-8, he was Agent and General Agent of the Merchants Dispatch Transportation Co., at Cleveland. In 1869 he was appointed Chief Clerk of the General Freight Department of the L. S. & M. S. R'y; in 1877 he became Assistant General Freight Agent, and from April 28th, 1885, until his de-

parture, he has filled the position of General Freight Agent. His thought and act were ever directed towards advancement.

Gone to his rest; his monument a life of earnest labor, his epitaph the warm heart throbs of memory, more lasting than the granite shaft or graven name and deed, a block of adamant.

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Subscribe for THE STATION AGENT.



### The Local Division Plan.

IN our last issue we advocated the transfer of all duties relating to the collection of dues and issuing of cards, certificates, etc., from local divisions to the grand division, and gave strong reasons why this was necessary for the preservation of the association. The local division system, so far as it relates to this feature of association work, is a failure and has seriously jeopardized the association. Since writing the article in the August issue the Grand Division has found it necessary to take in the members of several state divisions, the local secretaries of which have entirely neglected their duties. We will soon publish proposed revisions of the constitution and trust that in the meantime all divisions will consent to have the change go into effect with the beginning of the new year. The following circular letter which has been sent to the members of several local divisions whose members have been taken into the Grand Division is self-explanatory and should be read by every member of the Association, as it more fully covers the ground which we have taken in this matter:

RAILWAY AGENTS' ASSOCIATION,  
Office Grand Secretary and Treasurer,  
CLEVELAND, O., Sept. 15, 1893. }

*Dear Sir and Brother:*

"Since its organization the Railway Agents' Association has endeavored to conduct its affairs through local or state divisions and the result has been in almost every case a complete failure. The reasons for this are evident and manifold. The object of local divisions is to hold frequent meetings and discuss matters affecting the interests of the members and the organization. The general policy of the order must of necessity be shaped and directed by the Grand Division, or in other words, the organization as a whole. Owing to the fact that it is very difficult for agents to leave their offices at frequent intervals to attend such meetings the local and state division plan has failed to meet the requirements of the association and has seriously crippled its work. Our energies and funds have been wasted by useless local division expenses, which will be necessary as long as the matter of collection of dues and issuing of certificates and cards is handled by local divisions, yet could be saved if this work was done through the grand division where it belongs. Another source of weakness has been that members not receiving prompt attention from local secretaries have become disheartened, and, imagining that nothing was being done by the order, dropped out of the ranks. Thus we have sustained serious losses which would have been avoided if this work had been handled direct through the grand division, whose officers have necessarily the time and opportunity to give it their personal attention, and encourage members by active efforts in

their behalf and careful attention to their wants. Local secretaries are, as a rule, fully occupied with the work of their stations and cannot give the affairs of the association the attention they demand. Since the undersigned assumed charge of the grand division as secretary, he has seen some of our best divisions go to pieces on this account, and our work has been seriously crippled by failure to receive support where it was certainly expected. Notices of dues have not been sent out, reports have not been received by this office, members have been absolutely in the dark regarding the affairs of the association, local division officers have died or left their positions, and the first intimation the grand division has had of the existing state of affairs has been when, after repeated calls for reports and remittance, the discouraging information is received that nothing has been done for months, that the secretary, president, or some other important officer is dead, buried, disappeared or left the service, or else has thrown up the position without notifying anyone. In such cases redress is impossible without creating a possible scandal and publicity that would have seriously reflected upon the association. A number of divisions have been conducted ably and conscientiously and their affairs are in a flourishing condition. Others have suffered through the lukewarmness of members and through no fault of division officers, and still others because the secretary has not had time to spare from his more important duties of his employers to devote to association affairs.

Thus members, who are thoroughly in sympathy with our movement have dropped out of the ranks where they should and could have been held in line. Reports have not been received by this office of members in good standing and consequently THE STATION AGENT has not reached members, causing great dissatisfaction, and creating the erroneous impression that the fault lay with the grand division, when members should understand that papers cannot be sent except where such reports are promptly made by local divisions.

Past experience and the present condition of affairs forces the belief that the local division system, so far as it relates to the collection of dues and the maintenance of the association, is a failure and that the quicker it is modified the better. We have an important work to do and it is going forward as rapidly as adverse circumstances will permit. The present proportion of dues accruing to the grand division is \$3.00 per annum per member. Out of this \$1.20 is for subscription to THE STATION AGENT. The balance, \$1.80, is used to pay the salary of the grand secretary and assistant, traveling expenses and all other expenses of the association. We have been, and are now, sending out a vast quantity of printed matter, which is very expensive, but which it doing us a great good and which is absolutely necessary for the advancement of the cause. Our postage bills alone during the past year have run up into the hundreds of dollars. Our work is mainly educational, as it were, and we must keep it up at any cost. The net revenue of the grand division, if local divi



made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

Notice.

ALL communications for the official department of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself responsible only for such matter as may appear in our official department. While we have the utmost confidence in THE STATION AGENT, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by any affiliation with ours or any other organization.

The R. A. A. Badge.



CONSIDERABLE dissatisfaction having been expressed in regard to the old badge of the association on account of the blindness of the design, the

Grand Division has had manufactured a new badge, which is shown herewith. It is in three colors—gold, blue, and white—and makes a beautiful emblem. Buttons will be furnished to all members upon receipt of \$1.50, and all orders should be sent to the Grand Secretary. Every member should have one of these emblems.

Send in your dues for the current half year?

Our Next Convention.

THE Grand Division is still working in the matter of the next annual convention, which, it is safe to say, will be held at Boston the middle of June, 1894. The eastern roads are showing a willingness to extend courtesies to the association, and we feel sure that this, the most important meeting of the association, will also be the banner convention as regards the social features. Trips to the White Mountains, the sea shore, and New York and its attractions on the return, are being planned and members will be fully advised of all details in season to make arrangements. In this connection we want to say that the number who can be accommodated on the special train will necessarily be limited and hence members had best get in their applications early. Due notice will be given of all details.

RAILWAY AGENTS' ASSOCIATION.  
APPLICATION FOR MEMBERSHIP.

To Officers and Members of ..... Division:  
Having received a favorable impression of the Railway Agents' Association, and being eligible to membership therein, I hereby apply for membership, under the jurisdiction of your division, and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of said Association. I am at present employed by the .....  
Company at ..... in the capacity of .....

Enclosed Fees, .....	Name .....
Dues, .....	Post Office .....
Total, .....	State .....

We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.



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sions had kept up their organization, would be barely sufficient to pay expenses and push the work which we have planned, leaving a margin for emergency, but as it is, we have run behind, and the burden has fallen upon your grand secretary personally and upon the publishers of the official paper, who are more than willing to give every support to the association, believing that it has before it a glorious future.

We are now beginning the first serious work of the Railway Agents' Association. Our policy for the equalization of salaries is attracting wide attention, and, so far as we are able to judge, is meeting with general approval. How vitally necessary it is that every member should now put his shoulder to the wheel. It is indeed a foolish mariner who deserts his ship, no matter how rough or discouraging the voyage may have been, when in sight of the long-sought haven. We want every member, whether in good standing or not, to give his support NOW to the association. As fast as consistent we are wiping out local division lines, taking such members into the grand division upon the receipt of dues for the current half year. Where the local divisions have been kept up in satisfactory manner their independent existence will be maintained, but the tendency of the association is towards consolidation, or rather that the important matter of dues, etc., will be managed through one office, and then as many small and compact local divisions formed as possible, to permit of frequent meetings and a certain proportion of the dues assigned to such divisions for their support. This will centralize our energies and permit our funds to be used to the best advantage instead of being wasted in useless channels as now.

The question of bringing the subject of equalization of salaries on the basis proposed by the association is one that now commands our serious attention. An objection has been raised that the present is not a propitious time on account of the financial distress, but this is rapidly being remedied and it would be folly to stand idle until better times come to the railroad service. The present will, on the whole, be a prosperous year for the railroad service, and we must begin our campaign as soon as practicable. We want agents on the line of every road in the country to take hold of this work. Send to the grand secretary for particulars if you are not already familiar with the same. If you desire to have the movement inaugurated on the line of your road apply for the necessary papers and the work can be started at once. The grand division has furnished the means. It now lies with members to act for themselves. You have asked for more progressive measures on the part of the association. It has complied with your wishes. It is ready to back you up in your efforts to accomplish the results sought for.

This circular is sent to the members of several divisions whose internal affairs are such that the grand division feels compelled to give assistance. To all such we earnestly appeal that they keep with us in this movement, and we may all act unitedly and in harmony."

Fraternally yours,

R. W. WRIGHT, Grand Sec'y."

### No Need for Alarm.

IN connection with the proposed plan for bringing about an equalization of salaries in the station service, fears have been expressed by some members that the present was not an auspicious time for agitating the subject, inasmuch as most roads were reducing expenses on account of the financial stringency and general business depression. This is a good deal like the story of the Arkansas farmer, who couldn't mend his leaky roof because it was raining, and when it didn't rain the roof didn't leak and needed no repairs. Members should bear in mind that this movement is not for the present. It will require several months of earnest work before this matter can be got in shape and by that time the existing condition of affairs will have been changed for the better. We are not necessarily asking for increased expenditure in the station service, but rather for a new method of disbursing what is now paid on an equitable basis and in such manner as will reduce legitimate expenses to a minimum and weed out the worthless timber. There is nothing in our plan which is in the slightest degree antagonistic to the best interests of railroads. Let us set the ball rolling now, so that when the time comes we may be ready to present our case. For years there has been a demand for more aggressive action on the part of agents. The Railway Agents' Association has steadily combatted any tendency towards radicalism and has in consequence lost the support of many members who believed in a more aggressive policy and whose sympathies leaned towards the so-called "protective basis." Now that we have started out on a campaign which promises to achieve the long-sought-for results, we hope there will be no laggards. Our policy is one that ought to commend itself to every intelligent agent. It is, of course, far from perfect as yet, and we hope that every member will give us the benefit of his advice on the subject.

In the meantime don't entertain the idea that this is the wrong time to start this movement. Long before we are ready to lay our plans before our officials, conditions will have changed. Already the clouds are clearing from the financial skies and clear weather is ahead. Let there be no cowardice on account of unwarranted fears.

If you have a guilty conscience regarding the matter of dues, ease it by remitting without further delay.



### Attitude of People Toward Railroads.

[Communicated.]

**H**OW few people stop to think of their dependence upon each other, or that no one is entirely independent of his fellow men. In the present advanced age of civilization no man can exist by himself or for himself, but must of necessity have other human beings who are to a greater or less extent, dependent upon him, and he in turn dependent upon them, or upon others. In fact, it requires all the many different branches of trade to maintain the equilibrium of commerce which is so necessary to our general welfare. Some time ago, a blacksmith, entirely dependent upon the patronage of the people, talking on the railroad problem said, "The railroads are made by the people and they should be operated for the people." I thought, how true of all branches of trade, equally with the railroads. Then why single out this great industry as the target of all classes or parts of this great wheel of industry? We will say that railroads are not always just in their practices and demands; neither are the other people. We must consider the good of the greatest number when considering this question, instead of those alone who imagine themselves misused. Had it not been for the building of the various railroads across our fertile prairies, at a time when it required pluck as well as capital to push them forward, where would thousands of the homes, fine farms, towns and cities of our proud state be? Surely not in Kansas. Without the present means of transportation afforded by the systems which reach into every part of our state we could not all subsist, even in sunny Kansas.

Our products must be moved to market. The supplies, not produced by us, must be transported to us, and the wagon train of years ago is too slow. It would never have induced the people to push out into the new country to make homes and build cities as history prove the railroads have done. Then these corporations employ an army of men, who, with their families must live, thus helping to make a market for the products of those engaged in other avocations. But, says my brother farmer or mechanic, they would all be in some other part of the country where they would occupy like positions and bear the same relation toward us as now. The thirty thousand and railroad employees of Kansas turned out of the state can never find the same kind of employment elsewhere, and many of them would be compelled to seek employment in other fields of labor, and when all other avo-

cations fail to yield a support we must of necessity drop back to Mother Earth who never entirely fails us, and thereby become direct competitors of the farmer by producing instead of consuming their products; therefore I say it is to the interest of all concerned to keep as many men in this service as possible, instead of driving them out of it. Then why are the hands of so many other classes against us? You say they are not, then why all this clamor about the "greedy railroad corporations," and demanding legislation, which if directed against any other industry would crush it out as surely as it now lives and prospers unmolested. Why is it that nearly every one schemes to obtain free transportation from these dreaded monopolies? Why do so many shippers use every means at their command to get their freight moved at less than actual weight, or under false name in order to procure less than regular rates? Do they practice the same rule in their business relations with other classes? No! Some years ago I knew a man who openly boasted that he shipped a piano and a large iron safe from Chicago to Kansas in car loads of lumber, and that man, only last year, was a candidate for the office of state senator on the "live off the railroads or kill them" ticket. One man avowed his intention to break the road up because I once weighed a local shipment offered by him that made nine dollars more freight charges than it would have been at his weights. Another patron wanted to eat me raw because I declined to allow a complete stock of general merchandise to pass through billed as emigrant outfit. I stood at a ticket window and heard a woman, worth thousands of dollars, insist on being sold a half-fare ticket for her fifteen-year-old daughter, just because, she claimed, she had never paid more than half-fare for her. Shame on such honesty as these cases indicate. My brothers, we must use our best efforts to correct this attitude towards our best efforts to correct this attitude towards our legitimate business and at the same time gain their respect and good will. Adverse legislation directly falls upon the employees.

I have had eighteen years experience in this direction and know whereof I speak. No adverse laws have been passed that were not closely followed by a general reduction of pay and discharge of men to correspondingly reduce expenses to meet the reduced earnings. Many years ago, when the present law reducing passenger rates to three cents per mile, was before the legislature, and it was evident



it would become a law, I made the following prediction to the gentleman who now has the honor of being the senior senator of our state, *i. e.*, that within three months after the time the law was passed there would be a general reduction of earnings. He thought not; but even before the law went into effect the reduction had been made. Now the burning question is, why this attitude before us, for we must so consider it? Our subsistence is as necessary for the subsistence of other classes as the spokes are necessary to make a complete wheel. What is the remedy? Education. The people must be educated to the fact that we are a part of the people, and as such have exactly the same rights as other classes of laborers, and that we will insist on being equal with them.

In F. J. & F.,

G. H.

#### Are the Reductions Necessary?

AS we go to press the air is heavy with the mutterings of organized labor in the railroad service. On nearly all the leading lines reductions of wages have been made, and the trainmen and others who have not been accustomed to this sort of thing in the past are not disposed to accept the situation with good grace. Several strikes are threatened, which we hope will be happily avoided. Agents have suffered with the rest, but they have become so accustomed to this same thing in the past that it does not strike them so forcibly, although the burden is none the easier to bear. It is somewhat of a consolation to know that all have suffered this time and the reduction is general and not made on one class alone in order to comply with the demands of another. The agents will not strike, nor talk of striking, for the majority of them are intelligent men and realize that the present financial stringency cannot last long, and that with the restoration of business confidence salaries will be restored to the old figure.

The railroad companies, of course, claim that the present business depression throughout the country is responsible for their action, and that the reduction of salaries all around is absolutely necessary. But will the facts in the case bear them out in their statement? While we have not the required data on hand upon which to base, with absolute accuracy, a positive statement to this effect, yet we feel that to a certain extent the reduction is an injustice, and that the earnings of the very roads that have made the reductions will show, at

the close of the year, that 1893 has been a prosperous year in spite of hard times. There is no doubt but that in some sections earnings have fallen off, but prior to the panic, if it may so be called, the earnings of nearly all the lines were larger than usual. There has been no extraordinary demoralization of rates, and altogether the railroad situation seemed unusually favorable. The trouble lies in Wall street, where the finances of the great railroad systems of the country are controlled. The manipulation in the past of stocks and bonds, by which valuable properties were burdened with enormous fixed charges for the benefit of speculators, and hundreds of millions of dollars of watered securities placed on the market, has compelled many roads to cut their expenses down to the lowest figure in order to keep them out of the hands of a receiver, and even this a number of them have not been able to do. In other words, employees are now made to suffer through their pocket-books in order that the interests of Wall street speculators may not be interfered with. With an honest indebtedness, few if any of the roads which have made reductions would have been obliged to do so. But with the vast sums required to meet interest charges on the fictitious indebtedness radical measures were required to cut down expenses and leave enough money to meet maturing obligations.

Ordinarily, with an easy money market, a railroad company can borrow money to meet a temporary emergency, but for the past few months this has been impossible and hence the reductions in wages.

But should labor be made to suffer that Wall street may grow fat and retain its spoils? Better a receivership or anything else than that honest labor should bear the burden that ought to fall upon the shoulders of those who are responsible for the situation. Unfortunately many companies have inherited their financial burden and the present owners are not entirely responsible, but even in these cases we believe that retrenchment could be made to better advantage in other directions than on salaries. Cut down forces if business is slack, but do not dishearten those remaining by reducing wages. It would be folly to argue that as large a working force is necessary when business is dull as it is in times of prosperity. If shops must be closed, train service cut down and construction stopped, necessarily the wage-workers in these departments will be obliged to remain idle or seek employment elsewhere. These are legitimate economies, but reductions in salaries strike direct at the



entire service, and are demoralizing in their effect.

However, nothing is to be gained by open resistance, and we can only hope that the good sense of railroad managers will lead them to restore the former schedule as soon as possible.

Hav'n't you forgotten your dues?

### Col. Haines' Argument for Unity.

[Communicated.]

I HAVE read with interest the extract from the address of President Haines quoted in THE STATION AGENT for June, and I think I am not alone in believing that Mr. Haines and his associates would be pleased to note that railroad interests in all departments may be co-operative as an entirety.

As he says, "The tendency of the social forces which have been developed under our present form of civilization is toward co-operation: complain of it, oppose it, legislate against it, but it is in vain; for this is a characteristic feature of the age in which we live. Other interests recognize it, and avail themselves of it, and why should it be disregarded by the most important interest in the country," etc.

The mission of every employee of a railroad company,—the president, general manager, superintendent as well as every subordinate down the line, is to labor for the best interests of the company which pays for his services, and only by mutually concerted endeavor can best results be attained. To do so intelligently "let us reason together," let us not work to cross purposes, but by mutual confidences understand that all are interdependent upon each other; that each one is an important factor in the enterprise in which we are engaged, and that a most thorough understanding of the part each fills is necessary in attaining proficiency.

Consider how many associations are now in existence which were organized to further the interests of a specific department. We have the American Railway Association, the Association of Railway Accounting Officers, Society of Railroad Superintendents, Freight and Passenger Associations, etc., all advisory, and all serve to good purposes; but I cannot recall any one in which more than one branch of the service is represented.

And yet Mr. Haines says, "One man cannot know it all." He being a man of experience and knowing whereof he makes the assertion, we also might say without contradiction, that an enlightened traffic manager cannot hope for satisfactory results from an employee

whose education was attained in the warehouse only. An auditor cannot expect clear accounts from a man whose duties have confined him to the telegraph key. Nor would a superintendent willingly transfer a passenger train to a ticket clerk.

"Specialisms" constitute the make up of railroad service to-day. Each branch of the service is a necessity and experts in each department are requisite; but harmony (co-operation) among them all is necessary to make greatest profits. The adjustment of these "specialisms" to create the least possible friction, and thereby secure greatest income from the outlay of capital is the desired consummation. This cannot be done without proper education.

Let us believe that such men as Mr. Haines, whose influence controls more than three-fourths of the railway system of our country, will so shape matters that the fullest possible understanding of the relations of every part of the service to each other may be acquired in so far as it is necessary for intelligent action. Why should it not be, that an association be formed representing every branch of the service? Every one on the salary list of a railroad is an employee and is gauged only by his fitness, his intelligence, and the figures on his pay check. Upon this plane let them meet, and by timely discussion, and earnest interchange of thoughts, suggestions and experiences become educators for each other, and they, in turn, become the instructors of their respective constituencies. With proper instruction and a willing ear we soon become skilled workmen, and merited preferment will surely follow.

I have only to quote again from Mr. Haines to corroborate my views. "It has a narrowing effect upon any man to go by himself and do his own thinking." So indeed must narrow-minded men controlling matters the details of which are unknown to them, make irreparable blunders. The entire revenue of railways are handled by and upheld by the efforts of station agents. Under their watchful care and faithful attention railways only can prosper. Their efforts prompted by the intelligent direction of the officials attain happiest results, and such a proposition should upon such a basis preclude opposition.

Cannot our association place this in such shape that its merits may be considered by those who can carry out the scheme if they will?

R. I. LOVE.

Lott, Texas.

Have you paid your dues?



### The Salary Question.

[Communicated.]

The question of the best means of securing to the employees in the station service—particularly the agents—an increase in salary commensurate with the responsibility and arduous duties connected with their positions has been receiving much attention of late, and many excellent theories have been promulgated, calling forth the best thought of the progressive men in the fraternity.

But the most important thing to be done is to find some feasible plan for putting the theory into practice, and in some measure at least realizing the hopes of those who follow our standard.

The plan of a recent writer in *THE STATION AGENT* of securing from "the powers that be" an apportionment for each station, basing the payroll of the entire station service upon a certain percentage of the average gross earnings of the line for a limited period of years, leaving the number of clerks to be employed at each station and the regulation of their salaries to the discretion of the agent, so long as he kept within the amount allowed for his station, seems to meet with the most favor among agents in general. While his plan would operate without serious friction so long as employed to a station employing a large number of clerks, I am of the opinion that it would be a difficult matter to secure an increase for a one-man station. And on the other hand my experience has been, that with but few exceptions the office force is not any larger than it should be, and would not admit of any reduction in the force without seriously crippling the business done by the station, in which case it would mean that we would have to secure a straight increase in the pay of the station and each individual connected with it, which we all know to be rather difficult. Many instances have come within the range of the writer's observation where the clerical force of stations is inadequate to the business done, and where the average working day covers from twelve to sixteen hours, to say nothing of eight or ten hours on the Sabbath, yet the agents at those same stations find it impossible to persuade the superintendent to allow them even one more assistant at starvation wages. Such has been and will be the experience of agents when trying to secure sufficient help so long as cheese-paring economists who watch the little insignificant leak at the spigot and forget the big waste at the bung-hole are at the head of affairs.

In the halcyon days to come, when employees in the station service shall be in charge of the traffic department, instead of the transportation department, we may hope for something better, and not until then. If anyone should advance the idea that the employees of the transportation department should be subject to, and their salaries regulated by, the traffic department, all Rome would howl, and the unfortunate individual who had been so incautious enough to voice such sentiments would be considered a fit subject for a lunatic asylum. Yet the employees of the traffic department are to be kept under the thumbs of the transportation department, the heads of which rose to the position of superintendent from section foreman or possibly conductor, and who have not, on account of their previous line of service, the barest conception of the duties which fall to the lot of the average station agent. I say this with all due respect to superintendents in general, but the sad fact remains that, for the reasons given above, so long as we are under the charge of their department, we need not expect any great consideration at their hands when the wage question is being discussed. Has it not been our bitter experience that almost without exception an increase in pay for trainmen means a corresponding decrease in our wages? Will men never wake up and be able to see for themselves the direction in which affairs have been drifting for the past fifteen or twenty years? If each department had the regulation of the wages of its own employees, this would not and could not be the case. Superintendents are anxious, and rightly so, to keep the expense account down to the lowest possible point, but the practice of keeping it within bounds by taking five or ten per cent. off our already meagre salaries every time an increase is granted to trainmen is getting to be exceedingly monotonous, and a change of programme would be refreshing. I do not wish to be understood as saying that the trainmen are getting more than they are entitled to, and it is not my purpose to discuss that matter here.

Any movement which tends towards placing us where we belong, i. e., in the hands of our friends, the officials of the traffic department, will receive my hearty support, and will meet with general favor. One thing is as certain as fate, and that is, that until we make an effort to bring about the desired change we will never get it.

I should like to see a more general interest taken by those of our calling, and have all put



their ideas, if they have any, on paper and send them to THE STATION AGENT for publication. There are many men, veterans in the service, who could easily write an article once a month for THE STATION AGENT, which would give us younger men the benefit of their experience. But one rarely sees an article from a freight agent, and it is impossible to keep up interest in that way. Let us have the benefit of your ideas on anything pertaining to our line of business. Station agents, as a rule (pardon the conceit), are well informed, and should be able to contribute something to our official paper that would benefit all of us.

Coupon.

### Discrepancies in Cash Remittances.

[Communicated.]

I NOTICED in the June number of THE STATION AGENT a heading—"Discrepancies in Cash Remittances"—and asking for some means to be devised whereby such discrepancies may be, if not altogether, yet in a measure greatly alleviated. These very unpleasant and heart-burning feelings we have often experienced at the charge so often made in those little notices—"Short in your remittance." All the careful count on our part availed nothing; the only way to solve was to make good the shortage by Mr. Agent.

In the writer's experience of over thirty-nine years of constant service as station agent of the Wabash railroad at Dawson, Ill., I know too well how these little inuendoes of shortage in remittances used to annoy me. Notwithstanding I often would call in a respectable witness and help count and see the amount was put in the remitting envelope and sealed, yet all this would not suffice. The secretary's, treasurer's or bank cashier's count would be taken over all others. It was often repeated in your ear, "That banks corrected no mistakes," for or against.

We finally conceived the idea to make a regular analysis on the back of the remittance slip (a sample of which I herein enclose), showing the nature of each piece of currency or coin remitted, and the respective amounts that such remittance should be credited for—freight or passenger. Since I have adopted this plan, I do not remember of one single notice of shortage on remittances for a number of years. I would therefore kindly offer this suggestion to my brother station agents. Try it and see how it works anyhow, until someone comes forward who can suggest something better. There are many things I would like, if time and health would permit

me, to write on, and may do so some of these future days, but as age advances strength of physical and mental powers do not hold out, especially these hot days of 90°-100°, which induces that state of lassitude—you all know how a body feels when age tells.

JOHN BILLINGTON.

Dawson, Ill.

(Mr. Billington's plan for itemizing remittances is followed by many roads now, several different systems being used. Some roads furnish a regular bank deposit slip. Others have the back of the remittance blank ruled off for this purpose. Still, so far as we can learn, this is not a positive check, for the claim of shortage can still be made, the receiving office—be it bank or treasurer—claiming that the analysis of remittance is not correct. We believe that the best way of remitting is by check, where this is possible, and if not by express money order. No possible claim for shortage can thus be made. Nearly every station of importance is a banking town, and where this is not the case, an express money order takes its place. We do not know of any rule which would prevent the following out of this plan, and it can be readily seen that no mistake is possible. We would like to hear from our readers further on this subject. ED.)

Mr. Billington is one of the oldest agents in the service, having passed the seventy-five year mile mark. He is still in active harness and can give many younger men a tussle when it gets down to transacting station business. The following clipping from a Springfield, Ill., paper will be read with interest:

J. Billington, agent of the Wabash at Dawson, celebrated the fifty-third anniversary of his arrival in America last Saturday. He came here from Liverpool, Eng., and on June 1 he will see the thirty-ninth anniversary of his entering the Wabash service. In all these years he has been constantly employed as station agent at Dawson. The auditing department of the Wabash says that Mr. Billington presents his reports with as much regularity and neatness as would be expected only in younger men. He has a wonderful record for long years of continuous service, and his record as a capable and efficient employee is equally as good. When Mr. Billington came to America fifty-three years ago he came west to Chicago and proceeded thence to Springfield. In all the intervening years he has not been in Chicago, which when he saw it was a village as Dawson now is. Mr. Billington is seventy-five years old, but he expects to go to Chicago this summer to attend the World's Fair.

October 2, another popular one fare excursion to Chicago via the Nickel Plate road. Three trains each way every day.



### Good Cheer from Georgia.

[Communicated.]

I HAVE been a reader of your publication nearly four years, and to say that I enjoy its perusal is but a weak statement of a great fact. I know that I have been greatly strengthened in my own work by taking advantage of the experience of others as told in your columns; and then I have also found the reports of legal matters touching on points in which we are all interested to be of great value to me. In fact THE STATION AGENT is a great adjunct to our profession and no station should be without it. While I consider it now to be the equal if not the superior of any fraternal publication that I have ever seen, it can be made immeasurably more so by the earnest and hearty co-operation of the members themselves, and right here I will say that now is the time for them to commence the good work, because the only objectionable feature in my opinion that it has ever had is removed by the withdrawal of the Ticket Agents' Association, which leaves a free and unrestricted opportunity for other agents to show that all the intelligence in the railroad profession is not confined strictly to the passenger department. I will freely admit that some of the brainiest men in the country can be found in the passenger line, but they are not all just what they would have the world believe them to be. The majority of them are immense in their own estimation, and the acme of their ambition seems to be to get free tickets to shows and a notice in the local newspaper. Now, I don't want to be hard on the boys for I have some good and true friends among them, but we know and they know that theirs is a kind of decorative work that stands in the same attitude to a railroad that "Da Monk" stands to a hand organ. This is not the case with the station agent, as you well know. His business naturally keeps him off the town. He may not be able to whistle the latest opera, or repeat all the scandals, but for solid business sense and judgment he is ahead by an enormous majority. On account of his duties and responsibilities he may not have time to make himself as brilliant as his brother in the passenger service, but as a revenue earner he is hard to down.

This is why I say now is the time for the station agent to come out of his shell and show himself, and let us all know what he is doing and how he does it. Any information about station work is sure to be interesting to a station agent, and especial when derived from a source that we know to be correct.

Do, Mr. Editor, wake up our sleeping brothers, and arrange to have at least one communication every month from each division, so that we may become better acquainted and feel more fraternal, and more able and willing to help each other when a friend is needed. I am very sure that in every division there is some one who can and will write something for us each month. If they will only break the ice and get started off right, they will find it to be more a source of enjoyment than a task.

Mr. Editor, I cannot close this letter without thanking Mr. C. P. Leland, auditor of the L. S. & M. S., for his instructive article in the August number. It is a pleasure to read after such men, and I sincerely trust that we will hear from him very often in the future. I know that he must make it pleasant for his agents, and I would like to see an article from him on station accounts, and not only from him but from other auditors on the same subject. I cannot conceive anything that would be more welcome to the fraternity generally than a series of such articles through your columns.

Yours fraternally, J. S.

Atlanta, Ga.

For New York and Boston take the Nickel Plate road. Through sleeping cars to New York via either the West Shore road or the Lehigh Valley route from Buffalo. Through sleeping cars to Boston via the West Shore Fitchburg route. Supurb new dining cars. Low rates.

### Views of an I. A. T. A. Member.

[Communicated.]

I HAVE been reading your earnest letters in the August issue of THE STATION AGENT. You are right; the main head of the association should have direct control of all members. Mr. Watkins made a canvassing tour over the C. & A., securing a great many good agents. For lack of means to keep them in line and failure to receive the official paper, leaving them outside without any news of the work going on in the association, they have dropped out. Some of them I am sorry to see turn back, knowing them to be a No. 1 men. You also hit the bull's eye in your remarks about the I. A. T. A. I am a member of that association also and attended their convention at St. Paul. I met many pleasant companions who, like myself, were working agents, not coupon alone. I could see the drift at once. Some of the leaders of the association considered themselves the elite of the service and looked down upon other classes of agents. Perhaps you re-



member the hiss that was raised when a motion was brought up to unite the associations. They bear about the same relation to the R. A. A. as Western Union operators do to railway operators. Western Union men call themselves the operators, and all others plugs. Have the next convention in the east by all means, during June as you propose.

Yours truly, W. W. McCANN.

Shipman, Ill.

(Our Illinois brother voices the sentiment of thousands of agents who are in a similar position. We will not comment upon the first portion of his letter, except to say that it is another example of how the local division system as at present conducted is injuring the association. What he says regarding the I. A. T. A. is unfortunately true as regards the general policy of that organization. There is too much of a spirit of clannishness and too much yearning for the "flesh pots of Egypt" in the shape of gratuitous favors from railroad companies to ever permit the association to fulfill the destiny which its organizers intended for it. Its individual members are good fellows in every sense of the word, and the writer has nothing but the friendliest feelings for them, one and all, but as an organization we can see nothing in the I. A. T. A. which can command the respect or support of the great mass of agents. As a purely social organization it has been a success, but, as we have repeatedly said, the agents of the country look for something more than the social feature in an organization which is supposed to represent them. Several prominent members of the I. A. T. A. have said to the writer, "Let the R. A. A. agitate these matters which will benefit the station service. They are doing a good work and their organization is different from ours. We are simply in it for a good time." Right in this statement lies the whole difference between the two associations. The R. A. A. is working unselfishly for the good of the service; the I. A. T. A. simply for an annual excursion which a few ticket agents accept every year, while posing as representatives of the great fraternity of coupon ticket agents. If the members of the I. A. T. A. will stop to consider the situation they cannot but realize the fimsiness upon which their organization bases its existence. ED.)

Nickel Plate road has another one fare excursion to the World's Fair October 2. Choice of trains. Tickets good ten days including date of sale.

Have you paid youa dues?

## A Voice from California.

[Communicated.]

ECHOES from the east come to the sanctum of THE STATION AGENT in a ceaseless flow but not one from the land of the setting sun. Yet methinks the still small voice can even be heard from the Golden State and the shores of the great Pacific. Why can it not be increased to a roar that can be heard all over the mighty west and reverberated from the shores of Maine to the rippling waters of the Golden Gate? Why is the R. A. A. not as well organized here as in the east? Are not our interests as agents as great here as anywhere in this broad land of ours? Have other organizations cast a glamour over our association that cannot be penetrated? An immense field awaits the earnest worker here. Why are we not strongly organized here. Echo sadly answers, why? At present there is only one division on the coast, Sunset Division. Where is California, Nevada, Colorado, New Mexico, Arizona, the Dakotas and other states and territories of the west? Have the agents of this country all they need in the way of organization? I say, no. As operators they have, as agents, they have not. The O. R. T. has done and is doing a noble work for the fraternity and deserves all honor for the good accomplished but while agents who are operators have been benefitted many agent who are not operators are not in any organization. I mean those in the largest stations. Our membership in the east shows that this class of agents are the most active and influential members of the R. A. A. and are among the first to become members and further the interests of this association. What has been the cause of the unprecedented growth of the O. R. T. in the west? Why have the operators and agents on western lines the best schedules in existence anywhere and why are these men benefitted by said schedules. I answer they have protection. shall not discuss protection at present but will leave each one to settle it in his own mind but any one who once sees the beneficial results achieved will surely conclude that it is a success here in the west.

Our constitution, article 2 says: First, "Our object is to improve the standard of its members and to improve the efficiency in the railway service." This means a great deal. In the first place no one should be appointed to the position of agent until he is thoroughly qualified to handle the business of a station in a business like and thorough manner no matter whether he has seniority in the em-



### Favors Boston for the Convention.

[Communicated.]

I HAVE just received the August issue of THE STATION AGENT, and have noted with pleasure that the question of the time and place of our next annual convention is open for discussion. Your humble servant rises to remark that so far as he is concerned he favors Boston, Mass., as the place above all others; and as for the time anywhere from May 15 to June 15. My personal recollection of railway travel in this latitude is, that for all around comfort the first half of the month of June about strikes the happy medium between cold and hot weather. Another reason why I am in favor of Boston in preference to New Orleans is that, while I myself have never been south, being unfortunate enough to miss the Jacksonville convention, many of our members have been both south and west, while but few if any of them have been east, and now is the time to go. There are many points of interest in the east, a trip to which would be both entertaining and instructive. Who would not enjoy a trip through New Hampshire, the Switzerland of America? Boston is quickly and easily reached, and being the Hub of the universe, is the logical place for holding our convention. There are many historical places nearby to which side excursions could be made. For hospitality the people of Boston claim first place, and I am certain our members would be accorded courteous treatment. They have at hand all the means for supplying varied physical and mental recreation, and as caterers to the inner man are unexcelled. They do say that the sea breezes give one a wonderful appetite for brown bread and baked beans. Will our Yankee brothers arise and attest to the truth of this? But seriously, for reasons too numerous to mention, I am in favor of Boston. However, if that city does not prove to be the one selected, I stand ready to bow to the will of the majority. If anyone has any preference in the time and place for the convention let him speak now, or forever keep silent if the majority fail to select a place suitable to him.

COUPON.

### A New Identification Card.

TO more fully carry out the objects of the Railway Agents' Association it has been decided to furnish a card of identification to a brother's wife, mother, sister or daughters. The card will be especially prepared for this purpose, and may be had upon application to

the Grand Secretary through the local division secretary. If a member of the Grand Division apply to Grand Secretary direct. The card will be ready in a few weeks,—and the mother, sister or daughter of any brother in good standing will be entitled to one of these cards free, which will be good up to time advanced dues have been paid. I feel that these cards will be an advantage, and I hope that all who are entitled to them will avail themselves of the same.

A. M. NORTH, President.

### Equalization of Salaries.

WE want every member of the association to have one of the pamphlets issued by the Grand Division on the subject of "Salaries in the Station Service." It ought to be in the hands of every agent in the country, and efficient missionary work for the association can be done by its judicious distribution among agents not affiliated with the association. Any number of copies will be furnished upon application to the grand secretary.

Agents on any line who desire to have this matter taken up on their road should apply to the grand secretary, who will furnish the necessary papers and information. Members who have clamored for action on the part of the association should bear in mind that they must do something themselves. The Railway Agents' Association does not believe in outside interference in the management of railroad companies. Neither this association nor any other organization has a right to dictate to or interfere between employer and employee, except to obtain legal redress, but it can advise and furnish means by which employees themselves will be enabled to correct abuses or secure reforms. If any member of association believes that this movement will better his condition and that of his fellow agent on the line of any road, or will improve the station service to the benefit of both his employers and himself, he should take up the matter at once, agitate it among the other agents on the line and set the ball rolling. No radical measures are contemplated, nor will they be tolerated or endorsed by the association. We simply advance a theory which we feel will be successful in practice, and we want the matter discussed with a view of its adoption in some form or other, if deemed consistent.

Let us hear from all members who are interested in this subject.

World's Fair excursion, October 2, via the Nickel Plate road. One fare. Superb new train service.



**Mr. Spencer Appointed Grand Treasurer**

**W**HEN the offices of secretary and treasurer of the Grand Division were combined at the Jacksonville convention, its object was to expedite the work and avoid the red tape and tedious delays incident to having the offices separated when the two officials were located at different points. This difficulty has been removed by the appointment of Brother W. W. Spencer as assistant to the grand secretary and treasurer with headquarters in the same office. The following correspondence on the subject is self-explanatory:

CLEVELAND, O., Sept. 15, 1893.

Mr. A. M. North, President Grand Division,  
R. A. A., New Castle, Pa.:

Dear Sir and Brother:—In order to separate the accounts of the secretary and treasurer of the Grand Division, and my duties will require me to be on the road in the interests of the association much of the time in the future, I would suggest the advisability of accepting my resignation as treasurer of the Grand Division, and the appointment of Brother W. W. Spencer to the same office, to take effect this date.

Fraternally yours,

R. W. WRIGHT.

NEW CASTLE, PA., Sept. 18, 1893.

Mr. R. W. Wright, Sec'y and Treas., Grand Division, R. A. A., Cleveland, O.:

Dear Sir and Brother:—Replying to your favor of the 15th inst., I think the idea a good one and act on the suggestion at once. I have this day appointed Brother W. W. Spencer treasurer of the Grand Division to take effect at once—

Fraternally yours,

A. M. NORTH.

NEW CASTLE, PA., Sept. 18, 1893.

Mr. W. W. Spencer, 445 Arcade, Cleveland, O.:

Dear Sir and Brother:—Brother Wright having asked to be relieved of the duties of treasurer of the Grand Division, you are hereby appointed to fill the vacancy in said office until the next annual convention of the association.

Fraternally yours,

A. M. NORTH, Pres. Grand Division.

This change is simply made for convenience in separating the accounts in the Grand Division office and will not affect the present state of affairs so far as remittance of dues are concerned. All reports and remittances will continue to be made as heretofore to the grand secretary, as in local divisions, the grand treasurer simply handling disbursements.

One fare to Chicago and return, via the Nickel Plate road Monday, October 2. Tickets good on all trains.

**Our Employment Bureau.**

**W**E will publish hereafter from month to month a list of members who desire employment in office or station work. All such members are requested to send in their applications to the grand secretary. A blank for this purpose will be furnished upon application. Members are requested to carefully scan this department and if they know of any opening to advise the grand secretary, who can put them in communication with good men. There are many times when some of our members desire efficient clerical assistance and they can benefit themselves and be of great assistance to the association if they will make an effort to secure such help from the ranks of the association. If you need a clerk or operator and know of a vacancy on your road, either present or prospective, remember your association, and give a fellow member the first chance.

**Change in Pittsburgh Division.**

**T**HE resignation of N. M. McGeary as secretary of Pittsburgh Division has been accepted, and the other officers of that division, in accordance with the policy of the association, have agreed that it is for the best interests of all concerned that its members be taken into the Grand Division, for the time being at least. New certificates have been issued accordingly and all members are requested to send in their dues to this office if they have not already done so. It is proposed to reorganize all the divisions in western Pennsylvania as soon as practicable and start in next year with a strong division which will be free from the responsibility of collecting dues, and will thus be enabled to attend to other matters affecting the interests of the members. Pittsburgh Division contains some of the best material in the state, and we want to see all its members in line in the Grand Division.

**To Members of Illinois Division.**

**©**WING to circumstances which will be explained to all members by letter, dues will for the current half year at least, be collected through the office of the grand secretary and certificates and cards sent accordingly. Members of Illinois Division are requested, therefore, to remit the amount of their dues at once to the office of the grand secretary when traveling card for the current half year will be forwarded them. Unless this is done, it will be impossible for us to furnish



### Favors Boston for the Convention.

(Communicated.)

I HAVE just received the August issue of THE STATION AGENT, and have noted with pleasure that the question of the time and place of our next annual convention is open for discussion. Your humble servant rises to remark that so far as he is concerned he favors Boston, Mass., as the place above all others; and as for the time anywhere from May 15 to June 15. My personal recollection of railway travel in this latitude is, that for all around comfort the first half of the month of June about strikes the happy medium between cold and hot weather. Another reason why I am in favor of Boston in preference to New Orleans is that, while I myself have never been south, being unfortunate enough to miss the Jacksonville convention, many of our members have been both south and west, while but few if any of them have been east, and now is the time to go. There are many points of interest in the east, a trip to which would be both entertaining and instructive. Who would not enjoy a trip through New Hampshire, the Switzerland of America? Boston is quickly and easily reached, and being the Hub of the universe, is the logical place for holding our convention. There are many historical places nearby to which side excursions could be made. For hospitality the people of Boston claim first place, and I am certain our members would be accorded courteous treatment. They have at hand all the means for supplying varied physical and mental recreation, and as caterers to the inner man are unexcelled. They do say that the sea breezes give one a wonderful appetite for brown bread and baked beans. Will our Yankee brothers arise and attest to the truth of this? But seriously, for reasons too numerous to mention, I am in favor of Boston. However, if that city does not prove to be the one selected, I stand ready to bow to the will of the majority. If anyone has any preference in the time and place for the convention let him speak now, or forever keep silent if the majority fail to select a place suitable to him.

COUPON.

### A New Identification Card.

TO more fully carry out the objects of the Railway Agents' Association it has been decided to furnish a card of identification to a brother's wife, mother, sister or daughters. The card will be especially prepared for this purpose, and may be had upon application to

the Grand Secretary through the local division secretary. If a member of the Grand Division apply to Grand Secretary direct. The card will be ready in a few weeks,—and the mother, sister or daughter of any brother in good standing will be entitled to one of these cards free, which will be good up to time advanced dues have been paid. I feel that these cards will be an advantage, and I hope that all who are entitled to them will avail themselves of the same.

A. M. NORTH, President.

### Equalization of Salaries.

WE want every member of the association to have one of the pamphlets issued by the Grand Division on the subject of "Salaries in the Station Service." It ought to be in the hands of every agent in the country, and efficient missionary work for the association can be done by its judicious distribution among agents not affiliated with the association. Any number of copies will be furnished upon application to the grand secretary.

Agents on any line who desire to have this matter taken up on their road should apply to the grand secretary, who will furnish the necessary papers and information. Members who have clamored for action on the part of the association should bear in mind that they must do something themselves. The Railway Agents' Association does not believe in outside interference in the management of railroad companies. Neither this association nor any other organization has a right to dictate to or interfere between employer and employee, except to obtain legal redress, but it can advise and furnish means by which employees themselves will be enabled to correct abuses or secure reforms. If any member of association believes that this movement will better his condition and that of his fellow agent on the line of any road, or will improve the station service to the benefit of both his employers and himself, he should take up the matter at once, agitate it among the other agents on the line and set the ball rolling. No radical measures are contemplated, nor will they be tolerated or endorsed by the association. We simply advance a theory which we feel will be successful in practice, and we want the matter discussed with a view of its adoption in some form or other, if deemed consistent.

Let us hear from all members who are interested in this subject.

World's Fair excursion, October 2, via, the Nickel Plate road. One fare. Superb new train service.



Mr. Tucker as a hustler and a most genial representative is commendable.

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Mr. C. S. Lee, formerly general passenger agent of the Colorado Midland, has been appointed to the same position on the Lehigh Valley. We voice the sentiment of the many friends of Mr. Lee throughout the country in congratulating him on this deserved recognition of his ability. The ticket agents and the members of the R. A. A. will never forget the royal entertainment extended them when in convention at Denver, by Mr. Lee as general passenger agent of the Colorado Midland and we know they will bear in mind the fact that the Lehigh Valley is also a "senic line" and always has good accommodations for a few more passengers and room for some more merchandise, and that Mr. Lee will be pleased to meet them when they go his way.

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the official paper. Members are also requested to read carefully the article elsewhere in this issue on the failure of the local division plan.

#### R. A. A. Notes.

Incidentally speaking, there is no time to be lost in paying your dues. See that they are sent in at once to your division secretary.

Be sure and read the circular letter of the Grand Secretary regarding the consolidation of local divisions. It contains much food for reflection.

The recent notice by certain lines that all salaries above \$10,000 would be reduced 20 per cent. will be received with consternation by agents, who will, doubtless, in many cases be seriously affected by the cut.

If you are interested in the matter of salaries send for one of our pamphlets. Then if you want the matter taken up on your road, we can furnish the necessary papers and assistance and the good work can go on.

J. W. Garber, one of our well-known members in southern Ohio, has been promoted from the chief clerkship of the B. & O. road at Bellaire to the position of freight agent. It is a well deserved recognition of ability and faithful service.

The papers issued monthly by Kansas and Missouri Divisions are improving with every issue, and are doing much good in keeping up the interest of members. Secretaries Bacon and McDaniel deserve much credit for their enterprise and hard work in this direction.

Brother Love, of Texas, makes a novel suggestion when he argues in favor of the appointment of a superintendent of agencies to whom agents will look direct for orders, instead of being at the beck and call of a host of "bosses" as now. Read his communication.

A meeting of Kentucky Division has been called at Hotel Victoria, Louisville, for Saturday, September 23. Secretary McLean sends out a strong circular, and we hope that it may have satisfactory results. Kentucky Division is the mother of the association, and a little more life is needed in its affairs.

The next meeting of Ohio Division will be held at Columbus, November 15. Arrangements will be announced. Members should realize the importance of attending these local meetings, as well as the benefit to be secured by such gatherings of workers in the same branch of the service. We hope to see a large attendance at Columbus.

Ex Grand President Harvey is now located at Atchison, Kan., as freight agent of the

Missouri Pacific, with which road he has been connected. Brother Harvey is one of the old war horses of the association, and his advancement in the service of the company represents, is a source of gratification to his friends in the association.

The prospects of a grand convention in 1894 are growing brighter every day. The trip to New England will be one long to be remembered. See that your dues are paid now so that you may be among the lucky ones. No backsliders will be received after the first of next year without paying another initiation fee or all back dues.

Brother Chas. Collins, for some time past the efficient secretary of Texas Division, has resigned that office and is succeeded by Brother H. A. Rumpfelt, of Wilmer. The affairs of Texas Division have always been handled in the most satisfactory manner, and we have no doubt but that the new secretary will prove a worthy successor of the capable officers who have already filled the office.

#### PERSONAL.

Mr. J. B. Emerson has been appointed station agent of the N. P. Ry at Sappington, Montana.

Mr. C. B. Kinnan eastern passenger agent of the Northern Pacific at New York City, has resigned.

Mr. Thomas Holker has been appointed station agent of the N. P. Ry company at Toston, Mont.

Mr. D. G. Edwards has been made the recipient of a solid silver service by the Queen & Crescent force.

Mr. G. R. Taylor has been appointed station agent of the Northern Pacific Railway at Wickes, Montana.

Mr. J. R. Williams has been appointed relief station agent of the N. P. Ry company at Bozeman, Montana.

Mr. D. H. Moses has retired from the position of passenger agent of the C., M. & St. P. Ry at Cleveland, Ohio.

Mr. W. J. Margrag has been appointed agent of the West Shore at Wemple Station on the Albany branch, vice H. W. Osborn.

Mr. Warren Lynch, formerly with the "Bee Line" at Cleveland, is now chief clerk of passenger traffic manager E. O. McCormick of the "Big Four."

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## THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Railway Service in General.

### OFFICIAL ORGAN

The International Association of Ticket Agents.

The Railway Agents' Association.

The American Railroad Clerks' Association.

The New England Railroad Agents' Association.

Entered at the post office at Cleveland, O., as second-class matter.

CLEVELAND, O.

THE CLARK-BRITTON & WRIGHT CO., PUBLISHERS,  
45-49 Sheriff Street.

M. G. CARREL, MANAGER, - - - Cleveland, O.  
R. W. WRIGHT, EDITOR, - - - Cleveland, O.  
GEO. A. ROUND, ASSOCIATE EDITOR, Waltham, Mass.  
C. S. BRITTON, PRESIDENT, - - - Cleveland, O.  
C. R. CLARK, SEC'Y & TREAS., - - - Cleveland, O.

ANNUAL SUBSCRIPTION, (Strictly in Advance,) - \$2.00

SINGLE COPIES, - - - - - .30

Advertising Rates will be made known upon application.

VOL. X. SEPTEMBER, 1893. No. 1

Remittances may be made by Draft, Postoffice or Express Money Order, Postal Note, or Registered Letter, and should be made payable to the order of THE CLARK-BRITTON & WRIGHT CO. Currency, unless registered, at sender's risk.

Advertising forms close on the 25th of the preceding month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

WE glean from the annual report of the Railroad and Warehouse Commission of Minnesota for the year ending November 30, 1892, the following facts concerning railroad taxation in that state, also the neighboring states of Iowa and Wisconsin. In Minnesota the law provides for taxation as follows: "The first three years of its existence a railroad company pays one (1) per cent. of its gross earnings in lieu of all other taxes; for the next seven years two (2) per cent., and after ten years three (3) per cent. Such per cent. covers all taxes in property used by the railroad companies in operating their roads, including depot buildings, offices, land grants, etc." Sworn returns of gross earnings are made to the office of the commissioner each year. The gross earnings on which taxes are computed are arrived at by crediting Minnesota, first, all earnings upon business originating and terminating in Minnesota; second, by giving to

Minnesota its proportional share of the earnings upon business originating and terminating outside the state, or originating outside and terminating in the state. Wisconsin provides for taxation as follows: First, four per cent. of gross earnings of all railroads when such earnings exceed \$3,000 per mile. Second, five dollars per mile of operated railroad of all roads whose gross earnings are less than \$3,000 or more than \$1,500 per mile per annum, and in addition to this two per cent of gross earnings in excess of \$1,500 per mile, per annum. Third five dollars per mile of operated road by all companies whose gross earnings are less than \$1,500 per mile, per annum." Iowa provides for taxation as follows: "The executive council makes assessment of all the property of railroads except lands, lots, and real estate not used in operating. The companies to make full returns of value of all such property including all rolling stock, as well as their gross earnings in the state." Under these three different methods of taxation the results are as follows:

	Number of miles of road in 1891.	Gross earnings in 1891.	Receipts for taxes, 1891.	Average rate per cent of taxes 1891.	Average tax per mile, 1891.
Minnesota	5,327 55	32,228,284 68	\$ 882,155 78	.0276	159 00
Iowa.....	8,413 16	43,102,399 38	1,234,219 36	.0286	222 40
Wisconsin	5,549 53	26,437,564 81	1,140,046 04	.0381	203 62

### CONFLICT OF OPINION.

We do not like to be pessimistic, but it seems next to impossible to get before the inquiring public the facts relative to the actual cash basis for railway earnings, and we propose, in our effort for reform of existing evils, to give our readers, who are also the balloting power behind the throne, all the items touching upon these questions. Until the people of this country receive something absolute in figures, railways must expect adverse legislation.

Mr. Hill, of the Great Northern, is quoted as saying: "It is hard to see how the watered and expensive managed lines are to compete for traffic with lines built, as is the Great Northern, without syndicate, Credit Mobilier or other tricks to direct money from the work of construction into private pockets." Money so diverted, Mr. Hill claims, is "charged up against the stock." He further says the Great Northern is built without "manipulation" or "connubiation." This leads the public to believe that there are measures adopted, as well



as words coined, by railroads to cover transactions which, to say the least, are shady, and that the truth, the whole truth is not divulged.

In a paper delivered before the World's Congress Auxiliary, June 21st, 1893, Edward P. Ripley, vice-president of the C. M. & St. P. railway, among other things, says:

"I stand here then for that long suffering, patient and much abused individual, the stockholder—to his grievances I invite your attention and for his wrongs I plead for redress. He seldom obtrudes himself—he has no voice in the legislation which to a great or less extent injures his property and too often does not even have much to say about its management. He accepts with meek gratitude such dividends as are meted out to him, and hopes for better things—even his own employees and the managers of his property do not get his woes before the public which generally looks upon him as an alien and as a subject to be plucked. None of the ready sympathy which the public extends to the individual is extended to the individuals of a corporation, however unfortunate that corporation may be."

We suggest that stockholders and investors have had much to do with legislation, their action intensified through wrongs at the hands of railroad corporations. Men who have invested their small savings and given right of way for railway construction receiving nothing but rebuff in return, some who to-day are in legislative halls, others who have a voice and a ballot. These people may not properly distinguish the construction company and the operating company, or the difference in the official as a manipulator of railway securities and as manager of the property, but they have got a grip on the roads themselves and are asking some very pertinent questions, which they feel assured they have a right to ask.

Again Mr. Ripley says:

"And so when we say that there are 175 000 miles of railroads in the United States, most of which make no returns on capital stock, and many do not pay interest on their debt, and others fail even to pay expenses, the public which would cheerfully proffer aid to an individual bankrupt, and would scorn at least to make him poorer by legislative enactment, shrugs its shoulders at our tale of woe, and talks of 'watered stocks,' of the fortunes of Vanderbilt and Gould (as if these things had any bearing on the case), and the necessity of 'regulating' the railroad, which regulation, singularly enough, always takes the form of a reduction of corporate revenues.

"It is probable that much of the restrictive legislation enacted as to railways comes from a belief that railways have been profitable to investors. It is unquestionably true that such an idea prevails among the masses to a very considerable extent, and while the figures show conclusively the absurdity of such an idea, one can easily see how it obtains credence because some of the largest private fortunes in the country have belonged to men more or less identified with railroads. But Vanderbilt laid the foundation of his fortune in other pursuits, and Gould made his, not by the operation of railroads, but by the manipulation of securities in Wall street. Others have made money in the construction and subsequent sale of railroad properties."

"Nothing is more common in discussing the regulation of railroads than to hear of 'watered stock' and 'dividends on fictitious values'—and it is surprisingly difficult to convince the public that this well-worn war cry—this fetich of the demagogue—has no place in the discussion and is wholly foreign to the question of relations between the railroad and that portion of the public which uses them."

While many of the people, as investors, are conversant with the "passing of dividends," without doubt they have an idea that the railroads have assumed burdens on account of stock manipulations, as well as expensive management, that affects receipts, earnings and dividends.

Continuing, Mr. Ripley says:

"For myself, I have never been able to see what the public has done for the railways that entitles it to so large a voice in their affairs as it now claims. When I make this statement I am usually reminded of the right of eminent domain possessed by railways. Now this phrase has a pompous ring about it which is calculated to deceive, and while I have no doubt that all my hearers know what it means I want to give you its meaning from a railroad standpoint. It means in short that you can force a man to sell you his land whether he wants to or not, but it also means that he can and will make you pay two or four prices for it. This is all there is to that high and mighty prerogative of eminent domain—a prerogative granted by the public because the public needs railroads, and they could not be built without the right to condemn property; beyond this necessary regulation the public does nothing for the stockholder, yet the laws are framed upon the apparent postulate that the state has conferred upon the railroad some inestimable



politician and financier of Milwaukee, are the receivers for the Northern Pacific, owned, leased, and operated lines.

M. M. Knapp has been appointed division freight agent of the B. C. R. & N. R'y, with headquarters at Ratherville, Ia. Mr. Knapp is coming up from the ranks and he merits every advancement.

Mr. C. Shields, whom rumor had chosen to go higher with the Great Northern, has instead left that company to resume the general superintendency of the Chicago Great Western which position he vacated about a year ago.

### Reduction of Wages.

IT seems that every effort of railways to reduce expenses in times of depression meets with unwarranted opposition from labor organizations; as illustrations the following items from our exchanges have been selected:

"A general order was issued by the management of the Union Pacific, regulating the pay of employees according to the following schedule per month: On salaries from \$60 to \$100, 10 per cent.; \$100 to \$200, 12 per cent.; \$200 to \$500, 15 per cent.; over \$500, 20 per cent. The engineers do not take kindly to the cut and murmurs of a strike are heard in which even the engineers say they will have the support of the shopmen.

The heads of organized labor bodies have sent out propositions on the cut to be voted on at general meetings to be held, and until the result is known the exact feeling concerning the reduction cannot be ascertained."

It is learned that the Evansville & Terre Haute firemen, brakemen, switchmen and conductors have decided to object to the 10 per cent wage reduction. They are willing however, to loan the company 10 per cent. of their wages. The result of the engineers meeting will not be known until later. The company, it is said, will stand firm.

What the justification of employees may be in these or similar cases, reported in the columns of the press of the country almost daily, we are at loss to discover. There may be good and sufficient reason on the part of the employees in objecting, there may be no cause for the sweeping reducing but when every industry in the country is almost paralyzed and as every one presumes it effects the earnings of every railroad by reducing the volume of business and the receipts, it certainly seems to the "casual observer" that some equalizing adjustment of expenses must follow.

Again to "one at a distance" the proposed reduction of the Union Pacific system seems very just and equitable in that it places the burden heaviest upon the largest salaried employees and does not effect those under \$60 per month.

Whatever the conditions are which warrant the reductions in salaries or the objection thereto, and we presume a mixture of honor and selfishness on both sides, it seems demonstrated that something akin to a board of arbitration should be empowered to decide these matters that no one suffer wrong. It does not seem right that capital should be jeopardized and sacrificed, nor is it right that brain and muscle should be made the slave of that which it creates, money, nor should the innocent be made to suffer on account of aggressive and combative selfishness.

The public stand like the peacemaker in times of combat and interposes its legislative arm, not always in favor of the most aggrieved; most often, like the individual peacemaker of boyish quarrels, defending the weaker combatant, assuming a right of superior judgement and strength; but like the individual peacemaker the public honestly endeavor to do the right thing in calm judgement while the combatants in selfish passion are blind to fair reason.

### A Note.

SOMEONE has asked what right have the public to interfere with the railroads. While the railroad people are "picking the beam out of the public eye" we will point to a perceptible mote in the "right" eye of the railroads. Note the following clipping from the daily press:

"WASHINGTON, Aug. 3.—The secretary of the interior has approved of the Northern Pacific Railroad Co.'s clear list selections, No. 6, embracing 479,541 acres, lying within the limits of the grant located within the Spokane Falls land district. The secretary has also approved clear lists, Nos. 4 and 5, embracing 70,966 acres, under the grant to the Florida Central and Peninsular Co."

There have been "land grants and land grants" as well as other concessions. The above is only used as an illustration of a fact, not that the roads named have been especially selected by us, or favored by the Nation.

### Suppression of Information.

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## Twin City Correspondence.

IN common with the rest of the country, the northwest has passed through another month of marked business depression.

Beyond a doubt, the railroads have suffered seriously from the protracted contraction of trade and traffic, although in this connection they have not suffered equally, perhaps, with other enterprises, by reason of several factors in the situation which are favorable to the companies. The chief of these are found in facts that passenger business has continued active and remunerative and, what is more important at times like the present, the railway companies, unlike other organizations, have, as is their wont in good times or bad, been able to carry on their transactions on a cash basis.

But while our people are moving towards the Chicago Fair in rapidly increasing numbers, freights continue dull. With the advent of Fall and crop movements we look for a somewhat better situation, although there is no decided promise of radical movement in earnings.

It seems to us that it devolves upon the officials and the employees generally to be extraordinarily industrious and alert, with a view to keeping hardship and loss at a minimum, pending the return to prosperity of this really great and prosperous country.

## GENERALITIES.

The Northern Pacific having joined the ranks of the receivership roads there is now an unbroken line of companies, with their affairs in the hands of the courts, extending from the Atlantic to the Pacific, from the Gulf to the Ohio River. The list includes, besides the Northern Pacific, the "Erie," "Reading," Richmond & Danville, E. T. Va. & Ga., and Georgia Pacific.

The stress of passenger business at Chicago has deprived us of here in the Northwest of the periodical and welcome visits of the traveling men representing the Chicago lines.

Little business can be ticketed beyond Chicago, anyway, and until the big show is history, the men, doubtless, can put in their time to better effect in Chicago. We miss them, however, and shall be glad to see them in our office again in November. Many of the companies have felt obliged during August to retrench along the line of salaries and some of the pay rolls have come out of the crisis rather disfigured.

On the Great Northern the reductions ranged from 15 to 30 per cent. It's not pleas-

ant, but we will try to tolerate it if they will only remember at headquarters to put us back to the old figure with the return of good times.

The new Soo-Canadian Pacific transcontinental line is finished and will soon have through trains running from St. Paul and Minneapolis to the coast. The present route is 200 miles shorter than the old one via Winnipeg. It will be practically under one management, will offer many inducements to travelers, have powerful rail and steam connections, and in every way a formidable rival to the other "overlands."

Grand Army business from this section was somewhat lighter than usual this year.

This is a cold country up here, fuel isn't to be had for the asking, the times, as we have already seen, are tight. Doubtless some of the "old boys" thought it best to forego the pleasures of the Encampment with a view to saving up a dollar against a cold winter. The Minnesota delegation traveled over the Albert Lea Route and had a quick, safe and satisfactory trip.

Outside some disturbance arising from newspaper and hotel excursions passenger rates to the Fair have been maintained remarkably well. These particular excursions are all coming off now and there is much promise of maintenance of rates up to the Fair.

## PERSONALS.

Thomas J. Hyman, assistant to President Hill of the Great Northern, has resigned.

J. D. Farrell succeeds Mr. Shields in the Western Division of the Great Northern, but with the title of Assistant General Superintendent.

C. E. Dixon, who has been local representative of the Canadian Pacific at St. Paul, has retired from that company's service. His successor is Mr. Herman Brown.

A. S. Garretson and other Sioux City officials of the Sioux City & Northern R'y, have returned from the management of that road and the Great Northern interests are in control.

J. W. Kendrick has been appointed general manager of the Northern Pacific R. R. The appointment is at the hands of the receiver and follows closely upon his appointment as acting manager.

S. F. Oakes, for some years president of the company, H. C. Rouse, president, M., K. & T. R'y and representative of the Standard Oil interests, and H. C. Payne, a prominent



politician and financier of Milwaukee, are the receivers for the Northern Pacific, owned, leased, and operated lines.

M. M. Knapp has been appointed division freight agent of the B. C. R. & N. R'y, with headquarters at Estherville, Ia. Mr. Knapp is coming up from the ranks and he merits every advancement.

Mr. C. Shields, whom rumor had chosen to go higher with the Great Northern, has instead left that company to resume the general superintendency of the Chicago Great Western which position he vacated about a year ago.

### Reduction of Wages.

IT seems that every effort of railways to reduce expenses in times of depression meets with unwarranted opposition from labor organizations; as illustrations the following items from our exchanges have been selected:

"A general order was issued by the management of the Union Pacific, regulating the pay of employees according to the following schedule per month: On salaries from \$60 to \$100, 10 per cent.; \$100 to \$200, 12 per cent.; \$200 to \$500, 15 per cent.; over \$500, 20 per cent. The engineers do not take kindly to the cut and murmurs of a strike are heard in which even the engineers say they will have the support of the shopmen.

The heads of organized labor bodies have sent out propositions on the cut to be voted on at general meetings to be held, and until the result is known the exact feeling concerning the reduction cannot be ascertained."

It is learned that the Evansville & Terre Haute firemen, brakemen, switchmen and conductors have decided to object to the 10 per cent wage reduction. They are willing however, to loan the company 10 per cent. of their wages. The result of the engineers meeting will not be known until later. The company, it is said, will stand firm.

What the justification of employees may be in these or similar cases, reported in the columns of the press of the country almost daily, we are at loss to discover. There may be good and sufficient reason on the part of the employees in objecting, there may be no cause for the sweeping reducing but when every industry in the country is almost paralyzed and as every one presumes it effects the earnings of every railroad by reducing the volume of business and the receipts, it certainly seems to the "casual observer" that some equalizing adjustment of expenses must follow.

Again to "one at a distance" the proposed reduction of the Union Pacific system seems very just and equitable in that it places the burden heaviest upon the largest salaried employees and does not effect those under \$60 per month.

Whatever the conditions are which warrant the reductions in salaries or the objection thereto, and we presume a mixture of honor and selfishness on both sides, it seems demonstrated that something akin to a board of arbitration should be empowered to decide these matters that no one suffer wrong. It does not seem right that capital should be jeopardized and sacrificed, nor is it right that brain and muscle should be made the slave of that which it creates, money, nor should the innocent be made to suffer on account of aggressive and combative selfishness.

The public stand like the peacemaker in times of combat and interposes its legislative arm, not always in favor of the most aggrieved; most often, like the individual peacemaker of boyish quarrels, defending the weaker combatant, assuming a right of superior judgement and strength; but like the individual peacemaker the public honestly endeavor to do the right thing in calm judgement while the combatants in selfish passion are blind to fair reason.

### A Mote.

SOMEONE has asked what right have the public to interfere with the railroads. While the railroad people are "picking the beam out of the public eye" we will point to a perceptible mote in the "right" eye of the railroads. Note the following clipping from the daily press:

"WASHINGTON, Aug. 3.—The secretary of the interior has approved of the Northern Pacific Railroad Co.'s clear list selections, No. 6, embracing 479,541 acres, lying within the limits of the grant located within the Spokane Falls land district. The secretary has also approved clear lists, Nos. 4 and 5, embracing 70,966 acres, under the grant to the Florida Central and Peninsular Co."

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black, white and safety pins, a bag with a few buttons, small scissors and a celluloid thimble, the loss of which will not be regretted as a matter of value. A soap-box of tin or celluloid pays for itself in convenience many times. A sponge-bag of oil silk or of some rubber-lined material can either be purchased or made cheaply. A whisk brush should be adjustably fastened to the interior of the bag, and thus equipped the traveler is proof against dirt and disordered apparel.

Take also an inexpensive black folding fan, and a pair of rubber overshoes, wrapped in some dark cotton material.

#### EVERY-DAY SCIENCE.

If, says the *Locomotive Engineers Journal*; on the one hand, we have frequent cause for astonishment at the rapidity with which modern life is being transformed under the influence of scientific invention and discovery, we are, on the other, sometimes compelled to wonder at the extreme slowness with which certain useful and entirely practical reforms, plainly indicated by acknowledged scientific principles, are adopted by the public.

There is a law in these matters which has perhaps never been very clearly formulated, but which it would certainly be desirable to understand. The telephone makes its way everywhere, without pause or check, and the same is true of electric lighting and traction, while scientific cooking, though its general principles may be said to be fully established, lags painfully behind. That the latter is a matter of the utmost importance, economically and hygienically considered, needs no laborious demonstration; yet how to interest the public in it seems to be a most difficult problem.

People who go wild over the New Jerusalem of "Looking Backward" listen with cold indifference when it is explained to them how they can introduce here and now a most important amelioration in their own lives by economizing at once their worldly substance and the wear and tear of their physical organs.

The fact that the reform in question would be particularly beneficial to the so-called "working classes" fails to commend it to those who want a revolution or nothing.

It is probably the case that men in general are more interested in spending than in saving, just as they have more admiration to bestow on a great warrior than on a great philanthropist; and that, consequently, inventions that represent and call for expendi-

ture are more attractive than those which simply promote economy.

More than one modern "improvement," we doubt not, has been adopted by many, as much from the pleasure of spending and—perhaps a more potent consideration still—of appearing to be able to spend the money required to procure it, as from a sense of its utility.

#### THE CHURCH AND WOMAN'S RIGHTS.

Very funny are two resolutions passed at nearly the same time in two southern states. The southern Presbyterians in high and mighty convocation assembled at Macon, evolved from their inner consciousness a resolution that "the session must absolutely enforce the injunction of Scripture forbidding women to speak in churches, or in any way failing to observe that relative subordination to man which is taught in Corinthians XI, 13, and in other places." But suppose the women refuse to obey the southern Presbyterian ministers, what are they going to do about it? The other resolution is the prettiest companion piece to that of the Presbyterian preachers that you ever saw. It was passed by the Arkansas Woman Suffrage Association, and it reads: "Resolved, That as the churches are mainly made up and supported by women, we will use our influence against the employment of ministers who are opposed to our movement, and pray the Almighty Father to keep them from our midst." Against the intense and solemn prayers of an association of intelligent nineteenth century women and the dictum of a lot of antique hunkers that plant themselves on an 1,800-years-old utterance of that disgruntled widower Paul, who expressly disclaimed inspiration for some of his sayings in regard to women, which do you think will win? It is striking preachers exactly where they live when women resolve to support their churches no longer, and we could even wish that every minister who sets himself against the progress of our sex might be struck just so.

Mr. Plummer—"I just found my hat on the refrigerator. I wonder on what ridiculous thing I will find it next."

Mrs. Plummer—"Probably on your head, dear."

And Mrs. Plummer smiled sweetly as Mr. Plummer slammed the door and rushed down stairs.—*Economist*.



## A CURIOUS WEDDING CUSTOM.

The Mandingoes, who inhabit a tract of country in Africa, are strict Mohammedans in religion, but, curiously enough, they still retain many of the superstitions of the negro races from which they sprung. Consequently their marriage ceremony is a mixture of the two, and, although it is performed by a marabout or holy man in the mosque, it contains one very ridiculous element. Next in importance to the marabout is the bridegroom's sister, and when the ceremony reaches the point where the visible bond, usually typified in civilization by the ring, this sister steps forward, and in place of the ring presents the lady with a pair of trousers, which are immediately donned. The ceremony is concluded by a very mournful song sung by the champions of the bride, who then conduct her again to the home of her parents, as, owing to the extreme probability of one or the other retracing at any moment by reason of an unfavorable omen, no house is built until the ceremony is completed. Polygamy is the rule, but each wife has her own house to keep her from quarreling with the other wives. They are the most tyrannical wives in Africa, and, hating each other, band together against their husband and rule him with a rod of iron.

## HONOR THE DEAR OLD MOTHER.

Time has scattered the snowy flakes on her brow, plowed deep furrows on her cheek—but is she not sweet and beautiful now? The lips which have kissed many a hot tear from the childish cheek are the sweetest lips in all the world.

The eye is dim, yet it glows with the rapt radiance of a holy love which can never fade.

Oh, yes, she is a dear old mother.

Her sands of time are nearly run out, but feeble as she is they will go farther and reach down lower for you than any other on earth.

You cannot walk into midnight where she cannot see you; you cannot enter a prison whose bars shall keep her out; you can never mount a scaffold too high for her to reach that she may kiss and bless you.

In evidence of her deathless love, when the world shall despise and forsake you—when it leaves you by the wayside to die unnoticed, *the dear old mother will gather you up in her feeble arms, carry you home and tell you of all your virtues until you almost forget that your soul is disfigured by vices.*

Love her tenderly, and cheer her declining years with holy devotion.—*The Bugle Call.*

## Labor Troubles.

**T**HE *Railway World*, touching the question of labor troubles, very aptly says:

Friction between employers and employed may be, at times, inevitable. The ideal state of society would probably furnish every qualified man with steady work at good wages. Under existing conditions, however, the law of supply and demand so operates that worthy men are frequently condemned to idleness, or compelled to accept, not what they actually merit, but what the business situation will permit. Railways, like other enterprises, feel the flow and ebb of commercial tides. Suspensions of new construction and reductions of force may be necessitated by financial stringency. Workingmen find in the homely adage that half a loaf is better than no bread, more sensible counsel than in the ravings of those who urge a strike for higher wages at times when business is dull, when prices are low, and when many concerns find it difficult to meet expenses. Collisions between those who pay wages and those who earn them are to be regretted. While labor troubles may afflict the world for years to come, enlightened reasoners view them as evils, less aggravated than wars, but partaking in some degree of the same character.

Efficient railway management appreciates the merits of those who operate its trains, guard its property, and look after its manifold interests. Voluntary relief associations have done much to provide for men whose hazardous occupations would have barred them out of many insurance societies. The plan of rewarding the veteran employee with a sum of money sufficient to insure him against privation has been warmly commended. Judicious promotion improves the *morale* of a service, and encourages those on the lower rungs of the ladder to regard the interests of the company as on a line with their own. The knowledge that a company has shared its prosperity with its employees goes far to preserve a spirit of loyalty in depressing seasons. If, as is generally conceded, a railway is like an army, the efficiency of an army has often been developed by consideration shown to the men in the ranks. The grievance-monger comes of a numerous family, but wise management can, in a large degree, neutralize his efforts.

If a military officer is known to have a mutiny in every command, his reputation suffers. His superiors quell the outbreaks, but they do not recommend his advancement. A railway whose employees are incessantly com-



plaining must not wonder if its policy be questioned. Brakemen, firemen, and engineers are not, as a rule, so delicate as to faint under hard work, or so indolent as to object to it. When they allege that repeated changes only add to their labor and shorten their hours of rest, people listen to them. Unnecessary restrictions may defeat their object. Employees habitually required to do work beyond their province may be so fatigued as to be unfitted for their accustomed duties. Ceaseless irritation has a bad effect upon men, and strained relations are injurious to the company which seems to delight in provoking them. The historic juror found it difficult to convince the world that his eleven colleagues were obstinate. Companies that habitually furnish men with grievances lose prestige, and may even be accused of losing at the bung-hole more than is saved at the spigot.

### The House of Never.

The house of Never is built, they say,  
Just over the hills of the By-and-By;  
Its gates are reached by a devious way,  
Hidden from all but an angel's eye.  
It winds about and in and out  
The hills and dales to sever,  
Once over the hills of the By-and-By  
And you're lost in the house of Never.

The house of Never is filled with waits,  
With just-in-a-minutes and pretty-soons;  
The noise of their wings as they beat the gates  
Comes back to earth in the afternoons,  
When shadows fly across the sky  
And rushes rude endeavor  
To question the hills of the By-and-By,  
As they ask for the house of Never.

The house of Never was built with tears;  
And lost in the hills of the By-and-By  
Are a million hopes and a million fears—  
A baby's smiles and a woman's cry,  
The winding way seems bright to-day.  
Then darkness falls forever.  
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—Chicago Dispatch.

Wibble—"I'd like to know what reason you have for calling beer an aristocratic drink?"  
Wabble—"Well, it comes within the pail, is the chief reason."—*Indianapolis Journal*.

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Sold by druggists, 75c.



### Development of Safety Appliances.

PERSONS familiar with the newspapers and magazines of to-day notice a growing tendency toward the publication of articles by experts. The numerous conventions of scientific and mechanical bodies stimulate this tendency, and each year brings forth a number of papers written by men thoroughly conversant with the subjects they discuss. Our military literature is enriched by the work of men who served in actual warfare; our natural history is largely supplied by *savans* who have studied in the forest as well as in the library, and hygienic essays by well-known physicians often appear in our leading journals. The history of safety appliances is of interest, not merely to those engaged in the manufacture of switches and couplers, but to all who ship freight or travel over the lines of railways. We of to-day can scarcely credit that within the century it was deemed impossible to operate steam railways under any circumstances. The progressive spirits who favored the early lines were apprehensive of speed long ago eclipsed, and the present standard of safe, swift, and comfortable travel has only been attained by keen thought, liberal expenditure, and unflagging industry.

Mr. A. W. Soper, in the able paper read by him before the World's Railway Commerce Congress, has outlined the principal steps in the development of railway appliances. Fifty years ago the Baltimore & Ohio adopted a chain brake. This device may have been the best then in existence, but what may be progressive at one period may be unduly conservative at a later date. When the Westinghouse brake was a new invention, long years before it had achieved its present world-wide fame, Messrs. Thomson, Scott, Cassatt, Layng, Pitcairn, Shinn, and others connected with the Pennsylvania railroad management, recognized its superior fitness for railway service. Mr. Soper bestows merited praise on the inventor of the brake, and on the excellent judgment of the Pennsylvania railroad officials. Given a fair trial, the Westinghouse brake proved its merits, and line after line acknowledged them until the question was regarded on all hands as a settled one. It is true that, last year, a rival set up its claims to vie with the Westinghouse brake. Tests, however, showed the superiority of the Westinghouse both for freight and passenger business.

The Pullman and Wagner car companies are mentioned as having built rolling stock powerful enough for hard service and comfort-

able enough for the most confirmed sybarite. In the line of general progress comes the newly-introduced vestibule, which, besides increasing the comfort of the passengers, lessens vibration and reduces the hazard of derailment to a minimum. Mr. Soper dwells at some length on the development of signaling. The earliest contrivances were of English origin, but American skill has designed and modified and perfected until the signalmen of this country, whether their own fitness or the standard of their plant is concerned, can endure a comparison with their co-laborers in any part of the world. Automatic couplers

## Seeing is Believing!

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UNSOLICITED TESTIMONIALS.



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Parlors 1-2-3 Fair Bldg, Indianapolis, Ind.  
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## FREIGHT TRAFFIC.

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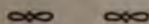
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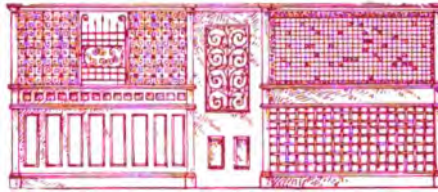
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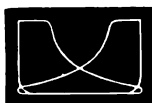
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Akron, Canton and Chicago.....	8:00 am	6:30 pm
Akron, Wooster and Chicago.....	7:10 pm	10:30 am
Wooster.....		6:30 pm
Akron, Canton and Marietta.....	2:25 pm	11:15 am
Akron, Canton and Cambridge.....	6:40 pm	3:15 pm
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# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and  
Ticket Agents and the Railway Service in General.*

VOL. X.

OCTOBER, 1893.

No. 2.

## ARBITRATION.

AS APPLIED TO RAILROAD CORPORATIONS AND THEIR EMPLOYEES.

BY EDWARD A. MOSELEY.\*

THE tendency of industrial progress is to concentrate vast interests under common control, and the same conditions which have induced or compelled manufacturers and producers to sacrifice individual control and embrace the opportunity of combination have impelled labor to associate and organize for the protection and advancement of its interests. One result of this change from individual and independent conduct to unity of action and common direction has been to broaden the effect of disputes between the two parties to such an extent that provisions for their prompt and effectual settlement has become a public necessity and a public duty. What remedies will best accomplish this end is a question that has been agitating the ablest minds of Europe and America for so long that many have come to look upon its solution as hopeless. It is possible that we shall be compelled to abandon all search for a plan that will speedily heal ruptures between wage-payers and wage-earners generally, and, taking the classes of industrial pursuits separately, *e. g.*, manufacture, mining, agriculture, etc., endeavor to provide such a method of labor disputes arising in each as may seem best suited, after careful and painstaking investigation, to the condition of the particular class of industry and the needs and rights of the parties. But whether in providing proper remedies we shall finally be forced into taking such specific and discriminating action or not, it is clear and conceded that as to one branch of industry, namely, railway transportation, the interest of the public in all that pertains to railway management makes it a third party to controversies between railway companies and their employees, and eliminates from our consideration the difficult preliminary question whether any interference with the contractual rights of employer and employee is

\*Secretary of the Interstate Commerce Commission.

permissible at all. We have, therefore, full warrant for dealing directly and at once with labor questions arising on railways, and have only to determine upon and provide the most feasible and effectual plan of settlement.

One proposed method is arbitration. Another is to require the parties to subscribe to specific conditions in written contracts and leave questions of performances arising therefrom to the courts.

The defect in the latter suggestion is that it covers neither the real needs of labor nor the true interests of capital. Great strikes do not originate in breaches of contract. The prime cause of "the strike" is the refusal of one side to comply with demands made by the other. It is plain, therefore, that written contracts, however specific, however stringent, would do little toward abolishing strikes and lock-outs, for contracts must terminate, and those relating to labor cannot for obvious reasons be made to extend over long periods. Such agreements may be useful as far as they go, but we must seek relief on broader lines than compulsory contracts and judicial decrees requiring specific performance. We must turn for light to the conditions which have changed the appropriate designation of a contest between capital and labor from that of an independent skirmish to a general engagement. The day of small things in most branches of the industrial world is past. Agriculture, and that only because of its being inseparably connected with the rural home, stands alone as the one class of industry wherein the small holding is still the rule, notwithstanding the increasing power and force of great farming enterprises, operates to decrease net returns and consequently the value of the "homestead farm" year after year.

It matters little to labor how capital is owned; its vital interests lies in how it is applied. Comparing the present with fifty years



ago and considering the increase in the amount of capital in connection with the number of those who engage in labor, it is probably safe to assume that wealth invested in productive enterprises is as much divided now as then. But while investment by the owners of capital in such enterprises is direct, their control of its application is mainly indirect, because of the almost universal practice of massing industrial capital in the hands of corporations, thus operating enormously to decrease the number of employers in proportion to the employed. Therefore, while those who buy labor buy largely, the number of buyers being comparatively few, they enjoy all those immense advantages which accrue to the large dealer and which not infrequently amount to the power of dictation. The extent of the consolidation of capital and the constantly increasing tendency to such consolidation is familiar history. Opposed to and made necessary by this is unity of action on the part of labor. Acting generally on the defensive, with each advance of capital toward greater aggregation, labor has become more compactly organized, and the grievance of a trade, or of those employed in trade in a particular region, or an individual workman, has come to be resented by labor generally as a body and frequently been made the basis not only of a dispute and a strike, but a succession of strikes involving more than one kind of employment.

Combinations of capital and organizations of labor are created for exactly the same purpose, the protection and promotion of individual interests by collective action, and both are entitled to exactly the same degree of recognition. They represent the two great independent and interacting forces of industry. Overwhelming power in the hands of the first means unbearable opposition to the other, while extreme advantages conferred upon the latter would, if unwisely used, inflict ruin upon the former. Each side is governed by the dominant motive of self-interest, and they should be placed and kept upon equal footing. To do this full recognition of labor organizations is essential. A corporation which has brain and sinew for its capital should be regarded as similar, in a legal sense, to a joint stock concern with a paid up money capital. This much I believe is due to labor in any branch of industry. Custom has done much in this direction already, for scales of wages are not infrequently fixed between employers and organizations to which the employees belong. The idea has also been partially crystallized into law by state legislatures and by

Congress through the enactment of statutes providing for the incorporation of labor societies for purposes of improvement, advancement, and protection of labor interests and individual rights, even going so far as to specify regulation of wages and hours. But such construction of these laws by the courts as would authorize combinations of labor to do that which the individual workman may lawfully do singly is lacking, and definite legislation would seem necessary to secure that end. Had the fully equipped labor corporation been an accomplished fact, with the right to treat with the mill owners in behalf of the men, the main fight would not have been over recognition of the labor organization and there is little doubt that the great strike and subsequent riot at Homestead, involving the loss of so many lives, would have been averted by submission of the matters in difference to arbitration or by some other peaceful means of settlement; with the further result of avoiding the substitution of thousands of immigrating laborers for those who, toiling there for years, had practically consecrated themselves to the particular industry and reared their families with a view of their engaging in a steady, reliable and remunerative employment, and even inheriting it. That contest had serious effect upon the relation of employers and employees throughout the land; an effect which was manifested by similar strikes, numerous disputes, threatening attitudes and mutual distrust. And the loss of business to the Carnegie mills caused by the widespread power of antagonistic labor employed in industries using iron products, and by general popular sympathy with the men, must have been enormous.

While much discussion of the relations of labor and capital generally should not be had in a paper limited to the consideration of a particular branch of industry, I cannot refrain from making some further observation upon this strike in the Carnegie mills. As before stated, a resort to arbitration would have averted the terrible disaster which ensued at Homestead and affected social order throughout the country. The course adopted had the usual result of transferring some phases of the contest to the courts; and in this instance the cases presented for judicial determination were of a criminal character. The original issue between the manufacturers and the men was in no wise presented for settlement by these proceedings. It could not be. Whenever the aid of the courts is invoked by either employer or employee, the action must rest upon some



grievance which the law takes cognizance of, and there is no law prohibiting employers from limiting the compensation of their workmen or discharging them from service, or which compells them to recognize labor organizations.

The assertion that "the powers of a court of equity are as vast and its processes and procedures as elastic as all the changing emergencies of increasing complex business relations and the protection of rights can demand," while it may be conceded to be correct in a general sense, cannot be relied upon as pointing out a way of settling disputes which relate to employment, except where some breach of legal duty occurs. This is forcibly illustrated by the recent trouble between the engineers and firemen and officers of the Toledo & Ann Arbor road. The fact that a strike occurred on that road was merely an incident in the court proceedings which afterwards took place. The fact that notification by the Chief of the Brotherhood of Engineers to members that "a strike was on" was alleged to have resulted in a refusal by engineers employed on other roads to move Toledo & Ann Arbor cars, and this was seized upon by the road as ground for legal proceedings. It was the effect of the action by the engineers and firemen and their chiefs which the courts took into account in allowing the temporary injunctions and deciding the proceedings for contempt. The fundamental cause of the trouble—the dispute between the Ann Arbor road and its men—was not and could not have been considered by the courts with a view to settlement. The effect of the decisions subsequently given was to create the mistaken belief in the popular mind that they settled the Ann Arbor strike in favor of the roads, though by many of those acquainted with the facts it is confidently asserted that the original wrong was entirely on the part of the management of the railroad company. Those decisions did nothing more than fine a man for contempt of court and treat the Brotherhood's Rule XII. They did not reach the core of the difficulty.

An important point considered in those decisions is that the movement of interstate commerce over connecting lines was interfered with, and I do not cite the decision now with any purpose to dissent from the view of the duty of *carriers* in this respect which was stated by the learned judges. On the contrary, I commend it. But is it not unfortunate that the emphatic assertion of this doctrine should be made in a case where the obstruction to traffic was alleged to result from an employee's

act, while prior decisions of other courts in treating the same question have almost entirely freed carriers from any duty whatever in the matter of facilities for receiving, forwarding, and delivering traffic to and from connecting lines? In other words, a section of the Interstate Commerce Act, the leading and plain purpose of which was to restrain the railroads from discriminating between connecting carriers in the handling and forwarding of freight, has been appealed to for the purpose of suppressing a strike on the part of the employees, a purpose which was wholly foreign to the end had in view by the legislators who enacted the law. Another leading object of the act and those who secured its passage, to wit, securing just and reasonable rates, has apparently been defeated in large measure by strained judicial interpretations, that under the law several combined roads are for certain purposes one line and for certain other purposes distinct and separate lines, at the election of the roads themselves. These several decisions enable carriers to evade the plain provisions of the law intended for the protection of the public and at the same time invoke protection against their employees—a result clearly antagonistic to the spirit of the law and never contemplated by its framers.

It may be said in this connection that great feeling was aroused among the people over a report that a district judge had received free transportation by a carrier interested in order that he might issue the injunction prayed for by the carrier, and that this was accomplished at the private office of the complaining road without the knowledge of the men; and the query arises, if a judge, who for the purpose of holding court, travels over his circuit in palace coaches on free passes furnished by roads that are parties to suits before him, is wholly unbiased (and freedom from bias was doubtless the case in this instance) and competent to preside impartially over the trial of such suits, whether a juror should be held unfit to perform his duty in an impartial manner and the jury of which he is a member be discharged after a trial of long duration is almost concluded, simply because such juror had committed the impropriety of dining with a party to the case being tried? In other words, whether or not the fact that a juror has during the progress of a suit dined with one of the parties should be held conclusively to have biased his mind in favor of such party as to a question of *fact*, when riding in palace coaches as the guest and at the expense of a railroad party to a suit, while on the way to



the trial, does not (as all fair-minded men will admit) in the least influence the mind of a learned judge in favor of such road as to a question of law involved in the litigation?

But these decisions, and that of Judge Speer, rendered about the same time, did, if their application is not carefully limited, strike a blow at what had been considered one of labor's inalienable privileges, the right of a number of employees to leave their employ in a body at a particular time. It was held that Rule XII of the Brotherhood is illegal because its operation would be certain to interfere with and retard the movement of interstate traffic, and that action under the rule would and does amount to a combination or conspiracy in restraint of trade. Sudden enforcement of the rule by the Brotherhood might prevent transportation for the time being, and any well-founded construction of the law which insures the continuous carriage of traffic by railway carriers is to be upheld. The public is clearly entitled to demand that the flow of commerce shall be free from all restrictions, and in the matter of transportation common carriers are rightly held to a strict responsibility. It is equally clear that persons employed by the carrier in the business of transportation assume such limited responsibility as comes within the terms of their contract, and that they should not be permitted, either singly or collectively, to leave their employ without such warning to the carrier as will amount to reasonable notice of their intention so to do, thus affording the carrier fair opportunity to fill such impending vacancies in its working force. But notice given to a carrier by its engineers that on and after a certain date they will refuse to handle through traffic coming from or destined to a connecting road is clear and distinct advice to that carrier that if it will not consent to join in the refusal so to handle such traffic, except as local freight on its line, the contract of employment will terminate on the date mentioned; and if the time allowed is reasonable, it would hardly seem equitable to hold that Rule XII so applied is illegal. No one will assert that the railway employee's individual rights are impaired by the nature of his employment. He has only to fulfil his contract, always remembering that the public is a party thereto (entitled, however, to no more than reasonable treatment), and his responsibility ends. It is no part of his agreement with the carrier or the public that he shall not leave his work until his place is filled. That burden is on the carrier, and it is only entitled to reasonable notice of a prospective vacancy.

It is said in the case against Chief Arthur that the strike on the Ann Arbor road was lawful because it was a combination "for the lawful purpose of selling the labor of those engaged in it for the highest price obtainable and on the best terms;" but that the employees of the Lake Shore and other roads were not dissatisfied with the terms of their employment, and the act of these employees in combining to withhold their labor from them for the purpose of injuring the Ann Arbor road was unlawful. And it is further stated that herein is found the difference between the strike and the boycott. If the premises are correct, I agree with this view; but are they? Were the employees of the Lake Shore road and others connecting with the Ann Arbor line satisfied with the terms of their employment? The engineers on all these lines belonged to a "brotherhood" legally organized for the protection and advancement of their interests, and the members of the organization had of their own free will and inclination established rules and by-laws and appointed officers to execute them. These members had agreed in effect that, in case of a "legal strike" of engineers upon a road, they would not be satisfied with the terms of their employment on connecting roads if their duties consisted in hauling cars in which the road on which the strike occurred was interested; and Arthur, the Chief, was by virtue of his office required to give notice of the strike. All this hardly seems to come within the term "boycott." Whether the engineers on the Lake Shore and other roads gave proper notice of their dissatisfaction with the changed conditions of their employment is another question, and one which I need not here discuss; but that Rule XII properly applied operates as a boycott I do not admit. Any one engineer working on the Lake Shore might lawfully have quit work under his contract at any time after his run was complete, and allege as a reason, his dissatisfaction with the terms of an employment which compelled him to haul the cars of a road whereon his brethren were engaged in a strike. If he can lawfully do this, what just grounds exist for restraining the chief of his organization from carrying out the will of himself and fellow members by notifying members of the organization when cause for dissatisfaction with their employment has arisen, and to act according to rules which they themselves have established? The legal maxim "that every man shall so use his own as not to injure the rights and property of another," cannot fairly be applied so as to compel men to remain an



undue length of time in distasteful employment, or to prevent them from using all reasonable means to have that employment made congenial or more profitable.

My purpose here is not to criticise the decision rendered by Judge Taft upon the facts set out in the Ann Arbor case, but to draw therefrom the distinction between legal and illegal acts of men in combination. The decision of Judge Billings in March last affords another illustration of this, because, while he was undoubtedly right in holding that the strike should not have included intimidation and violence whereby other workmen were deterred from entering into employment, he did not distinctly uphold the right of the men to act in concert in an orderly way for the purpose of securing better pay. Whether or not it was proper to include in such concert of action all the employed in the city of New Orleans need not be discussed here; perhaps it was not. But the provocation to such action must be deemed severe if the statement in the call for the strike was true, namely, that the board of trade, merchants, boss draymen and weighers claimed to represent the employing power of the city, and asserted that they would not recognize unions or labor organizations in connection with their business, and would endeavor to prevent all employers from either employing or recognizing union men. If the conclusion of the Court that the acts of the New Orleans workmen constituted a combination in restraint of trade in violation of the anti-trust law is a correct construction of that law, it would seem that the joint action of employers in that city was just as clearly a combination in restraint of labor.

But I do not believe, if the question is ever cleanly presented to the courts, that the anti-trust law will be held to apply to labor organizations. There never was any need of so construing that law. Before its passage the revised statutes already contained comprehensive provisions against conspiracy. The law against trusts was not directed against labor unions; it was intended to restrain the establishment of oppressive combinations by those who, by reason of ownership, control the commerce of the country, and who by combination might perpetuate not temporary but continuing hardships upon the people. This law, in a word, was not calculated to repress the furtherance of individual *rights* even through collective action, but was designed to prevent increased prices and business monopoly. Another consideration arising out of a con-

struction of the anti-trust law by Judge Riner of the United States District Court of Kansas is worthy of note. The ruling was that Congress did not intend to include interstate commerce carriers under the provisions of that law. If this is sound, and an unlawful restraint of trade cannot be brought about by a combination of these carriers, employees cannot be brought under the statute's ban. This court says the anti-trust law does not include every sort of combination; Judge Billings and others say it does. Which court has made a mistake?

When the object had in view is lawful, the restraint of trade may be an unavoidable incident of a strike of railway employees, but it is not the object. In such cases there is no wilful intent. It is a gross perversion of the law against trusts and monopolies to attempt to apply it in favor of railway corporations against their employees engaged in the attempt to maintain their mutual rights. It is turning against the people a weapon which was designed for their protection.

The recent decision of Judge Mitchel at St. Paul supports the view contended for in this paper. He decides that any man, unless under contract obligation, or unless his employment charges him with some public duty, has a right to refuse to work for or deal with any man or class of men he sees fit, and this right which one man may exercise singly any number of men may exercise jointly, and make simultaneous declaration of their choice.

The court further says: "This is the age of associations and unions in all departments of labor and business, for purposes of mutual benefit and protection. Confined to proper limits, they are not only lawful, but laudable. Carried beyond these limits they are liable to become dangerous agents of wrong and oppression. Beyond what limits these combinations can go without interfering with the legal rights of others is a problem which the courts will doubtless be frequently called to pass upon."

The Legislature of Michigan also acted in accordance with this view by adding the following acceptive clause to a law intended to protect railroad and other corporations and individuals from conspiracy, malice, etc.

"SECTION 9276. This act shall not be constructed to apply to cases of persons voluntarily quitting the employment of any railroad company or such other corporation, firm, or individual, whether by concert action or otherwise." (See Howell's Annotated Statutes of 1882, Michigan.)

The trend of public sentiment is also shown in the passage last year by the Ohio



Legislature of the "Llewellyn Law," which is otherwise entitled "An act to protect employees and guarantee their right to belong to labor organizations," and makes violation thereof punishable by fine or imprisonment, or both.

Whatever may be practical in the way of maintaining the reciprocal relations of capital and labor generally, in my view are indispensable to the prevention of strikes on railways. One is the full recognition of railway labor societies as corporations. The other is the settlement of disputes between railway employer and railway employees by means of compulsory arbitration between the men represented by their labor organization as one party and the stockholders of the company represented by the railway corporation as the other party. We then obtain that *quality of power and force which compels* the essential requisites of friendly relation, respect, consideration and forbearance.

Disputes between employers and employees can be satisfactorily adjusted only upon the basis of fair concession and mutual advantage. The strict rules of law are wholly unapplicable to such controversies, and so far the only plan which appears to offer a solution of the difficulty is arbitration. It is not conceded to be practical to compel parties engaged in productive enterprises to accept arbitration, but that objection loses all its force when it is proposed to limit it to those engaged in railway transportation. The power of Congress to regulate commerce, including its transportation and the instrumentalities employed therein, is too well settled to need argument or citation of authority.

The propriety of this form of procedure is clearly recognized in the federal statutes. A law of Congress approved October 1, 1888, is entitled as follows: "An act to create boards of arbitration or commissions for settling controversies and differences between railroad corporations or other common carriers engaged in interstate and territorial transportation of property or passengers and their employees. (Sup. to Rev. Stat. p 622). And its declared purpose is to settle "differences and controversies" which "may hinder, impede, obstruct, interrupt or affect such transportation of property or passengers." It provides, if the parties agree thereto, for the appointment of one arbitrator by each of the two parties, and for the selection of a third by the two thus chosen. The matters in dispute are to be submitted to the arbitrators at the nearest practical place to that at which the

difficulty originated, and the parties are to be fully heard and have the right to be represented by counsel. It is further provided that the fees and compensation of arbitrators (ten dollars a day) and those of clerks, stenographers, marshals and witnesses, are to be examined and certified by the United States District Judge and paid by and through the treasury department; but the maximum cost of any investigation shall not exceed \$5,000. Additional arbitration is provided for in the law by the appointment of two commissioners by the President, who, together with the Commissioner of Labor, shall constitute a temporary commission for the adjustment of any such difficulty, and the President may upon his own motion, or upon the application of one of the parties, or upon the application of the Executive of the State, tender the services of such a commission.

Congress also recognized the right of labor to organize and become incorporated for protection and advancement by enacting the statute of June 29, 1886, entitled "An act to authorize the incorporation of National Trades Unions," and some of the purposes for which a union is authorized are the regulation of wages and the hours and conditions of labor, and the protection of individual rights in the prosecution of their trade or trades. Fifteen states also have provided for the settlement of labor disputes by arbitration, while ten states recognize by law labor organizations.

It is clearly demonstrated, therefore, that labor has now a legal right to organize and combine and be represented through a common head, and that railway companies and their employees already have an arbitration procedure provided for them in case they see fit to embrace it. But additional legislation, which will give labor corporations full power to act for the men and which will make arbitration of disputes arising in railway work a compulsory process, in case such disputes cannot be settled by negotiation, is necessary.

To make arbitration effective and just, the arbitrators should be drawn from the vicinage and with particular reference to the particular case. A man who knows nothing about the work involved is not qualified to decide the question. When the matter in controversy involves how many hours a man should work, what pay he should receive, or any of the questions which cause disputes between the employer and the employee, those questions should be considered by men familiar with the particular employment under consideration as with the needs and situation of the employer.



Such well informed persons are to be found in every locality, and when questions arise between employer and employees they are best qualified to decide what concessions are fair and what will redound to the mutual advantage of the parties. As a rule men who hold office for life or a defined term are unfit for such positions. A person to be a good arbitrator must be directly responsible in every case. Men who hold definite terms of office are placed in a position where they regard mankind as divided into classes, and they have, too often, but the instinct and sympathies of their "class." The ultra-conservative man, the man whose whole interest lies in maintaining the present order of things, is prone to look through the closed window of his richly furnished apartment, and in this refracted light and perverted view to imagine that he sees in workmen passing by with blouse and dinner pail a member of the "dangerous classes." Arbitrators, on the other hand, should be men who know no class, but who represent the great sovereign whole. The utmost publicity should be given to such awards, and to attain this end the law regulating arbitration might contain provisions for a report by all boards of the awards made by them to the executive head of the government and for the formal and official promulgation by him of all awards so made.

Moreover, questions arising between employer and employee demand the most prompt method of settlement; and pending final settlement, the relations existing at the time the disputes arose should be maintained and the parties should bear their grievances patiently during that period and rely upon just and proper revision and adjustment by the board of arbitration. Another requisite is that the arbitrators should be permitted to provide for a continuance of the employment for a reasonable length of time after the award is made, and the parties should agree beforehand to be bound thereby. The writer, while a member of the Massachusetts Legislature, in 1886, introduced an arbitration bill which contained all of these features.

As above stated, the objection is often urged that boards of arbitration generally are not clothed with the power to enforce their awards. True, in one sense they have no such power—that is to say, not the visible, material power of a writ of execution backed by sheriff or marshal; but even then the award would impress the moral sense of the community and would in most cases be self-executory. And this is a distinguishing mark of the glory of our civilization and our form of government.

President Cleveland, in calling attention to the subject of labor disputes, recommended legislation which resulted in the "Arbitration Law" above mentioned. In his special message of April 22, 1886, he said:

"If such a Commission (of arbitration) were fairly organized, the risk of a loss of popular support and sympathy resulting from a refusal to submit to so peaceful an instrumentality would constrain both parties to such disputes to invoke its interference and abide by its decisions.

\* \* \* \* \*

"If the usefulness of such a commission is doubted because it might lack power to enforce its decisions, much encouragement is derived from the conceded good that has been accomplished by the railroad commissions which have been organized in many of the states, which, having little more than advisory power, have exerted a most salutary influence in the settlement of disputes between conflicting interests."

But so far as the settlement of disputes in which the public has direct interest is concerned, like those arising in the course of railway employment, Congress unquestionably has power to compel arbitration. The tendency of Congress to recognize labor organizations has already been shown. It is but a step further to provide that organizations of railway employees shall, when disputes arise with railway managers, file approved bonds with designated officials for and in behalf of the men, that they will abide by the decision of the board of arbitration; that the railway corporations shall likewise file similar bonds; and that awards made under such conditions shall be enforceable in the courts. The further objection urged against arbitration, that the individual employee is pecuniarily irresponsible, would by this method be removed. Let men join the organization and let the organization treat with the corporation.

Most men who go to law know more of their cases than the lawyers they employ, but how few will enter into a lawsuit without an attorney to present their cause! It is quite as necessary to the workman to have an advocate. He is so handicapped by his subordinate position that he can neither lucidly nor concisely state his case, what he deems his wrongs to be, nor the redress he asks. The environment of the railway official is enough to abash him. It puts him ill at ease and disconcerts him. In the palmy days of the Reading road I knew a man, the head of a large business, coming from a long distance on important business, to sit three days in the ante-room of the palatial office of the president of the road before he had even an opportunit



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"Excessive rates is not the only bad feature pertaining to private ownership. Unjust discriminations have also had a demoralizing effect in nearly every branch of trade. The summing up of a railroad manager before the Interstate Commerce Commission is as follows, and shows the utter worthlessness of that institution. It reads: 'Rates are demoralized, and neither shippers, passengers, railways nor the public in general are benefited. Certain shippers are allowed heavy rebates, while others are made to pay full rates. The management is dishonest on all sides, and there is not a road in the country that can be accused of living up to the Interstate Commerce law.' All business men will confirm that statement.

"All grain and lumber syndicates are allowed heavy rebates, while the 'small fish' are made to pay full rates. Does this not plainly demonstrate how railroads do more to foster monopolies and trusts than all else beside? It is simply a game of 'big fish eat the little fish.'

"If I am a grain dealer and annually ship 2,000,000 bushels of corn over one road and receive secret rebates for patronizing that road exclusively, is it not plain to you that I can pay the market price for grain plus the rebate and thus crowd other poor devils out of the business? It was so with the Standard Oil trust, as shown by the testimony before the Investigating Committee of the House of Representatives at Washington.

"Philip Armour, of the great meat trust at Chicago, is largely interested in railroad stocks and bonds, and it is only natural to conclude that he is allowed heavy rebates.

"Another bad feature is discrimination between cities. I was told by a prominent shipper at Tucson, Arizona, that in shipping from St. Louis to Tucson, over the Southern Pacific, he would have the car billed to Los Angeles,

California, and re-billed to Tucson. The car would come directly through its destination and be taken 490 miles further west to Los Angeles and then re-billed to Tucson, thus being carried 980 miles farther and at a cheaper rate than had it been billed directly to Tucson. This is simply one of the many instances of unlawful discrimination shown to one city to the detriment of intervening cities and towns.

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"Webster's words have been verified, and to-day over half the wealth of the United States is owned by 25,000 people!

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"The negligence and indifference of the average American voter to such questions is criminal, for it affects the welfare of future generations that are now helpless. Many far abler men than myself have proven that the government cannot control the railroad corporations, and it has been clearly shown, by as many more, that the railways do, to a great extent, control the government.

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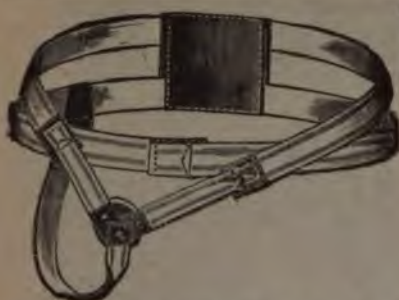
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Jacksonville	41	13	16	30	80	27	24	15	21	5	12	9	50	6																									
Kansas City	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48																								
Los Angeles	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51																							
Memphis	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13																						
Montgomery	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40																					
Montreal	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18																				
New York	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4																			
New Orleans	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43																		
Nashville	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34																	
Omaha	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16																
Ogden	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11															
Portland	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39														
Philadelphia	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39	75													
Pittsburg	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39	75	45												
Quebec	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39	75	45	106											
San Francisco	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39	75	45	106	106										
St. Louis	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39	75	45	106	106	85									
St. Paul	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39	75	45	106	106	85	118								
St. Peter	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39	75	45	106	106	85	118	20							
Toledo	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39	75	45	106	106	85	118	20	42						
Victoria B.C.	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39	75	45	106	106	85	118	20	42	110					
Washington D.C.	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39	75	45	106	106	85	118	20	42	110	100				
Winnipeg Man.	41	13	16	30	80	27	24	15	21	5	12	9	50	6	48	51	13	40	18	4	43	34	16	11	39	75	45	106	106	85	118	20	42	110	100	70			





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When dear old Sam. Johnson read or uttered this, hours were hardly as valuable as minutes are now, and minutes as seconds. Split Seconds were unheard of, and instead of the fast Express, the lumbering Stage Coach. Now, a second may mean your missing a train; may mean the loss of thousands, perhaps hundreds of thousands, and may mean life or death. Any way you take it, seconds mean money; therefore, the purchase of a

DUEBER-HAMPDEN 17 JEWEL WATCH is almost a necessity, and you will bless the day when you received this paper to remind you of it. Remember that the DUEBER-HAMPDEN WATCH has for years held its own against the most determined efforts and unscrupulous tricks of the Combine to displace it from popular favor.

..The **DUEBER** WATCH WORKS,  
CANTON, O.



thought railroad property was being valued lower than other property. The increase on the Santa Fe system was greater than the increase on other lines, for the same reason. The Santa Fe had been assessed lower in proportion to its real value than the other roads. If the railroad companies had not been paying their proportion of the taxes it was clearly the duty of the assessors to increase their valuation. It was simply an equalization of taxation which it was plainly their duty to bring about as nearly as possible.

The assessment of 1889 was \$57,866,232.57. In 1891 it was reduced to \$50,865,825.69. In 1893 it was raised to \$61,984,407.03, so you will see that while the increase from 1891 to 1893 is \$11,118,581.69, the increase from 1889 to 1893 is only \$4,118,174.46, or an increase of a little over 7 per cent. in four years.

As to the charge that the assessors "admitted the injustice of the increase but were doing it at the behest of their party," there is not a word of truth in it. Such statements are purely political clap-trap, as is the claim that it will result in bankrupting 60 or 70 counties and the closing of 400 schools. It is not likely that the railroads will attempt to avoid paying their taxes, but if they do it will not bankrupt a county, or close a school.

The people of these counties would be as reasonable in refusing to pay interest on bonds due the railroads as the road would be in refusing to pay taxes due the people.

The officials and citizens of Kansas are disposed to deal fairly with the railroads and with every other industry in the state. In return for this they are only asking fair treatment at the hands of the railroads. They realize that they need the roads and that the roads could not prosper very well without them.

In time the people of other states will learn that the citizens of Kansas who were admitted by everybody in 1890, and prior to that time, to be good, honest law abiding patriotic citizens, have not degenerated into repudiators or confiscators in 1892, as a certain class of newspapers have been trying to make it appear.

Very truly yours,  
W. D. VINCENT.

Barber—How does the razor feel? Sufferer—It ought to feel pretty good; it has a strong pull.—*Puck*.

Elder Berry—I wish you would come to our church this evening; there is to be a union meeting. Joblots—What are you going to strike for—shorter hours.

## Buffalo Ass'n of R. R. Superintendents.

Proceedings of a regular meeting of the Buffalo Association of Railroad Superintendents held in the Hotel Iroquois, Buffalo, New York, Thursday, September 21st, 1893, at 8:30 P. M. President C. A. Brunn presided, and the following members were present: C. A. Brunn, C. T. Dabney, John C. McKenna, G. A. Thompson, A. W. Johnston, J. H. Barrett, E. F. Knibloe.

The secretary read the minutes of the meeting held in June, there having been no meetings during July and August. Mr. Knibloe said the remark made by Mr. Barrett, and incorporated in the minutes, that the Erie frog was rather primitive, was not intended to mean just what it read.

Mr. Thompson.—I move that the remark be stricken out of the minutes, as it does not express the meaning of Mr. Barrett.

Seconded and carried.

Mr. Knibloe.—I move the minutes as now amended be adopted.

Seconded and carried.

Secretary read letter from Mr. Rossiter, in which he proposed as new members Mr. E. G. Russell, superintendent R. W. & O. R. R., and Mr. C. A. Beach, assistant superintendent, N. Y. C. & H. R. R. R. Mr. Dabney proposed Mr. J. P. Heindell, acting superintendent, W. N. Y. & P. R. R.

The secretary read letters of the Excursion Committee, thanking the New York Central Railroad, the Niagara Navigation Company and the Citizens' Committee of Toronto for courtesies in connection with the annual excursion.

On motion of Mr. Dabney, the action of the president and the Excursion Committee in acknowledging the courtesies was approved.

Letters from Messrs. Niles, Price and Watson were read, which expressed their regrets for being unable to attend this meeting. Also letter from the publisher of THE STATION AGENT, in which the association were offered the privilege of using that paper's columns for such information and discussions as the association might wish to publish.

Mr. Barrett.—It seems to me it would be well to write the publisher, and say we would be glad to give him such information from time to time as we have to give out, and also advise him that all such matters are given to the columns of the Buffalo Courier, from which paper the items might be taken by him.



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I am truly your friend,

DEAR SIR AND BROTHER.—I would have sent you amount earlier, but I have been sick. Enclosed \$2 00 P. O. Please continue my STATION AGENT. I never forget an old friend, and I don't want my office to be without the old paper.

Yours fraternally,  
J. M. K.

DEAR SIR AND FRIEND.—I have your notice that my subscription expires with July. I don't want it to expire until I expire. Enclosed find \$2.00.

I am as ever yours, W. L.

### OUR LEGAL DEPARTMENT.

#### IMPORTANT DECISIONS AFFECTING RAILROAD INTERESTS.

**SLEEPING CAR COMPANY—AGENTS—REFUSING TO SELL TICKETS FOR BERTH.**—A sleeping car company is not a common carrier. Its cars are under the control of the railroad company, except as to the furnishings of lodging to those who may pay for it, and the agents of the railroad company are entitled to determine who shall occupy the sleeping cars as part of the train.

A passenger agent who was engaged in selling tickets both for railroad fare and for sleeping car berths refused to sell a sleeping car berth to a passenger on the ground that the latter had not a first-class ticket. Held, that in determining that the ticket was not first-class he acted as the agent of the railroad company and the sleeping car company was not responsible therefor, and that after having so determined he was justified in refusing the berth ticket as the agent of the sleeping car company. — [United States Circuit Court, Southern District of Mississippi, *Lemon vs. Pullman Palace Car Company*, 52 Federal Reporter, 262.

**A LITTLE MEXICAN LAW.**—The *Railway World* says: In Mexico a judge has fined a man for allowing his wife and two children to cross a railroad bridge, upon which bridge the said wife and children received bodily injury. The sufferers were guilty of trespass, and although the husband knew nothing of the affair until it was over, he is held to account for the aggression as the head of the family, and consequently responsible for the conduct of wife and children. If he did not know what they were doing, he ought to have known, and he must bear the consequences of the neglect

of his duty. There is a genuine, old-time conservatism in this view of the case which repeats with vigor the almost forgotten Miltonian doctrine of the awful rule and just supremacy of the man, who assumes to be of house and wife the band and stay.

**DAMAGES FOR BLACKLISTING EMPLOYEE.**—A publication by a railroad company of a list of employees discharged for cause, which is issued to prevent unsuitable men from being re-employed on other parts of the road, is a privileged communication; and though a person is named therein as discharged for incompetency, whereas in fact he voluntarily left the company's employment, he cannot recover damages unless express malice be shown. Where a brakeman thus wrongfully included in the list, went to the company's trainmaster who had hired him and called his attention to the injustice done him by the publication and the trainmaster, after investigation, gave him a written statement that he had not been discharged for incompetency, but had left the service of his own volition, and after this the company re-issued the publication, in which his name appeared as before, a verdict finding malice, and awarding damages will not be disturbed. — [Missouri Pac. R. Co. vs. Behee, Court of Civil Appeals of Texas, Jan. 10, 1893, 21 S. W. Rep. 384.

**PASSENGER—REFUSAL TO SIGN TICKET.**—A passenger having a contract ticket for passage over two connecting roads becomes a trespasser upon refusal to sign the ticket in accordance with the requirement contained therein. — [United States Court of Appeals, Southern Pacific R. Co. vs. Hamilton, 54 Federal Reporter, 468.

#### \$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surface of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they have offered One Hundred Dollars for any case that it fails to cure. Send for list of Testimonials. Address, F. J. CHENNEY & Co., Toledo, O. Sold by Druggists, 75c.





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CITY OF MEXICO.



made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, *THE STATION AGENT*. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause.

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

#### Notice.

ALL communications for the official department of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself responsible only for such matter as may appear in our official department. While we have the utmost confidence in *THE STATION AGENT*, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by any affiliation with ours or any other organization.

#### A Letter and Its Answer.

THE following correspondence between a member of one of our western divisions and the Grand Division will be read with interest, and is given here as it may answer some of the objections which other members entertain in their own minds, but which they have not laid before the association. The first letter is to the president of the local division, and was by him referred to the Grand Division:

....., *President*.

DEAR SIR.—Referring to your communication of 15th relative to my name being on the list in arrears, will say I had about made up my mind to drop out. I have been a close reader of our journal—our official organ. The general run of its editorial sounds to me like it was more of an official organ for presidents and general passenger agents than local ticket agents,—I refer principally to the commission business. If you will look back, it has been dropped from the columns almost entirely. Another point, Mr. President, you will notice where the O. R. T. has a fight on hand with a road, that is the road that comes out in flying colors in the journal. Now, I do not belong to the O. R. T., but I do think, as far as possible, we should work with them, as to a great measure their interest is ours. I do not mean we should strike with them, but help them in every way we can in a conservative manner. I think my ideas will agree with a great many other agents that are in the same fix. However, I will remit to cover my arrears.

Yours,

CLEVELAND, O.

Mr. ....

DEAR SIR AND BROTHER.—President ..... of the ..... division, has referred to me your letter of June 20th. I am always glad to hear

## RAILWAY AGENTS' ASSOCIATION. APPLICATION FOR MEMBERSHIP.

To Officers and Members of ..... Division:  
Having received a favorable impression of the Railway Agents' Association, and being eligible to membership therein, I hereby apply for membership, under the jurisdiction of your division, and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of said Association. I am at present employed by the ..... Company at ..... in the capacity of .....

Enclosed Fees, - \$ .....	Name .....
Dues, - .....	Post Office .....
Total, - .....	State .....

We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.



NEW ROUTE  
NEW TRAIN  
ELEGANT  
EQUIPMENT



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**SOLID TRAIN**  
**HAVING NO SUPERIOR**

In Comfort and Elegance.

A Pullman  
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Built expressly for this service  
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(AUGUST 15th, 1893.)

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A. H. HANSON,  
General Passenger Agent.

CHICAGO, ILL.

**Cleveland, Canton & Southern R. R.**

City Ticket Office 141 Superior St.

STATION: ONTARIO ST., OPPOSITE HURON ST.

	Arrive.	Depart.
Canton, Coshocton, Zanesville.....	12 00 AM	7 00 AM
Canton, Coshocton, Zanesville.....	6 30 PM	3 00 PM
Canton-Kent.....	9 35 AM	6 05 PM
Kent.....	8 10 AM	5 45 AM

Suburban trains for Newburg and Bedford leave 6:05, 7:00, 8:55, 11:10 A. M., 1:30, 3:00, 4:55, 6:45, 8:05 P. M. Arrive 6:00, 7:10, 8:10, 9:35, 10:00 A. M., 12:00 M., 1:05, 4:10, 6:30 P. M. Chagrin Falls—trains leave: 6:05, 8:55, 11:10 A. M., 1:30, 4:55 P. M. Sunday only: 5:45 P. M. Arrive 6:00, 7:10, 10:00 A. M., 1:05, 4:10 P. M. Sunday only: 8:10 A. M. Theater train for Chagrin Falls and way stations Monday, Wednesday and Saturday leaves 10:15 P. M.

Trains marked \*daily. All others daily except Sunday.

**Valley Railway.**

Depot Foot of South Water Street.

City Office, 143 Superior Street.

	Arrive.	Depart.
Akron and Canton.....	6:40 pm	7:10 am
Akron, Canton and Valley Jc.....	10:10 am	5:15 pm
Valley Junction and Way Stations.....	6:40 pm	7:10 am
Akron, Canton and Chicago.....	8:10 am	6:30 pm
Akron, Wooster and Chicago.....	7:10 pm	10:30 am
Wooster.....		6:30 pm
Akron, Canton and Marietta.....	2:25 pm	11:15 am
Akron, Canton and Cambridge.....	6:40 pm	3:15 pm
Wheeling, Washington, D. C., and Baltimore.....	2:25 pm	5:15 pm
Steubenville and Wheeling.....	2:25 pm	11:15 am

†Daily except Sunday. ‡Sunday only. \*Daily. Pullman vestibule compartment sleeping cars between Cleveland and Chicago.



be no exception from the general rule. Always in such cases there are people who will say 'that it cannot be done,' but do not deceive yourselves upon this point; a visit to our school will convince you that it can. We have agents now in the employ of railroad companies, graduates direct out of this school into active work, who are far superior to some agents who have been agents on the road for some time.

"The school is no experiment. Two years of experimenting with a thorough and complete equipage has demonstrated to the satisfaction of all concerned that it is practical.

"Our school is equipped with precisely the same equipment that you will find in any railroad station. The Western Union and the Wells Fargo Express companies also furnish us from their supply departments a full equipage of all their blanks, for as many different stations as we have on what we call our main line, just the same as they do their agents. The actual work is gone over daily, weekly and monthly, until thoroughly mastered by the pupil, and with as much precision, punctuality and regularity in the schools as would be required on the road, and a scholar is not graduated until they become as familiar with all the work required of a railroad station agent, and can make out their reports as accurate as if they had been in the employ of the company. This, of course, takes time, talent and much hard work.

"In the department of station work and telegraphy they will give 'a complete course, embracing railroad station work, telegraphy, express business, Western Union work, not by theory, but in this course we have for the use of the pupils the blanks, blank books, etc., used by the railroads, the Wells-Fargo and Western Union companies. We receive and dispatch freight, run trains, both freight and passenger, sell tickets, check baggage, make up daily, weekly and monthly reports, handle the different tariffs and supplements, etc., etc., and everything pertaining to an operator and railroad agent's duties. The students are held strictly accountable in the performance of all their duties.'"

Secretary Bacon in commenting upon this delectable enterprise says:

"The above article headed as above has appeared in a recent issue of the *Wichita Eagle*. The article explains itself fully to every member of our association. This is only another of the many alleged schools where the work of the station agent is taught. (?) Every one of our members is fully aware of the class of men turned out by these schools, and they should make it their duty to see that the public, and the young men who may be their victims in particular, are fully posted in regard to them. In this we can fully rely on the assistance of our friends of the O. R. T. to which order the article so kindly (?) refers. Let every member do his duty in this respect."

Subscribe for **THE STATION AGENT**.

### Cheering Words From Officials.

THE cordial support which the Railway Agents' Association is receiving from officials in the traffic departments is a most encouraging proof of the solidity of our position and the progress of our cause. Two years ago our organization was practically unknown among officials. We were without a definite policy and apparently without hope of ever accomplishing anything except by resource to the methods of other organizations. To-day, we have firmly entrenched ourselves in a position which will make us one of the most influential organizations in the country, if the policy is adhered to and supported by members, while there are few officials in the country, particularly those at the head of the traffic departments of the leading lines, who have not acquainted themselves with the Association and endorsed its policy. The Railway Agents' Association believes in as close affiliation as possible between the station service and the traffic department. Our policy has strongly emphasized this point. The agents are the revenue earners of the service, and as such should be more directly under the personal control and supervision of the officials who have traffic of the companies. There is nothing anarchistic in such a policy, and it has met with the general approval of officials of all classes. A short time since the association determined to present honorary memberships to all the general passenger and freight agents, traffic managers and others officials connected with the traffic department.

The result has been highly gratifying and the replies from officials indicate that our superior officers are heartily in accord with our objects and policy, and that we are working on the right basis. We give below a few letters which we have received from those officials who have accepted the honorary membership tendered them. Comment is unnecessary, but the kindly and encouraging sentiments from these gentlemen will be a source of personal gratification to every member of the association:

New York & New England Railroad Co.,  
General Passenger Agents' Office,  
BOSTON, MASS., Aug. 18th, '93.

MR. R. W. WRIGHT,  
Grand Sec'y R. A. A., Cleveland, O.

DEAR SIR: - Answering your favor of the 9th inst., just received on account of my absence from office, I beg to thank you for courtesy done me in making me an honorary member of your association, which I accept with pleasure.

Yours very truly, W. R. BABCOCK,  
Gen'l Pass. Agt.





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HAS ALL THE GOOD POINTS

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and is the *easiest* learned and run.

The  *stillest, simplest and most*  
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Endorsed by the publishers of  
**THE STATION AGENT**  
and by all Railroad Men.

**GUARANTEED TO SUIT.**

For use in Railroad and Telegraph Offices, it far surpasses all other writers and once used will be preferred over all thereafter. In ease of handling and adjusting paper, correcting errors, doing tabular work, light touch, *quietness*, absence of shift and one scale, and many other characteristics, it is pre-eminently *the writer*, for this and all other uses.

### Special Notice.

We will send machines on approval or to rent, the rent to apply on purchase. We will also sell on the installment plan. Special inducements and terms given to all readers of **THE STATION AGENT**. Send for catalogue and specimen of work.

## Smith Premier Typewriter Co.,

119 and 121 Public Square, CLEVELAND, O.



# Reading Railroad System.

Operating Through Lines between all the Principal Cities  
of Eastern North America.

FROM THE ATLANTIC  
TO THE GREAT LAKES.

FROM THE ST. LAWRENCE  
TO THE POTOMAC.

FINEST, FASTEST, SAFEST TRAINS IN THE WORLD.

**Ticket Agents**, in routing travelers, will render the latter a real service by selling them tickets containing Reading Railroad Coupons.

**Practical Railroad Men** cannot fail to recognize and commend the many points of excellence presented by the various lines of this System. Double track; steel rails; stone ballast; interlocking switches; automatic signals; every proper and approved appliance intended to secure the safety and comfort of passengers.

**A Distinctive Feature** of the Reading Lines is the exclusive use of anthracite coal as a fuel, insuring cleanliness and comfort.

## THE ROYAL BLUE LINE

Between New York, Philadelphia and Washington. Vestibuled trains of luxuriously appointed coaches, Pullman Parlor, Buffet, Dining and Sleeping Cars, running on the Finest Track in the World.

## THE SCENIC LEHIGH VALLEY ROUTE

Between New York or Philadelphia, and Buffalo and Niagara Falls, traversing the famously beautiful region known as the "Switzerland of America," and through the gorgeously picturesque Lehigh, Wyoming and Susquehanna Valleys.

## THE POUGHKEEPSIE BRIDGE ROUTE

To and from Boston. Only all-rail line between New England and points west of the Hudson River.

## THE BEST ROUTE

To all interior Pennsylvania points—Reading, Harrisburg, Gettysburg, Williamsport, Mauch Chunk, Bethlehem, Allentown, Wilkes-Barre, and the Coal, Ore and Lumber Regions.

## THE ROYAL ROUTE TO THE SEA

Between Philadelphia and Atlantic City.

*Requests for maps, folders or other information will meet with quick and cheerful response.*

I. A. SWEIGARD,  
General Manager.

C. G. HANCOCK,  
General Pass. Agent.

PHILADELPHIA, PA.







## UNIFORMS AND EQUIPMENTS

For ALL Uniformed Organizations.

## REGALIA AND PARAPHERNALIA

For ALL Secret Societies.

BANNERS, FLAGS,  
BADGES, SWORDS,  
LODGE, HALL  
AND CHURCH  
FURNITURE.

**CORRESPOND WITH US** if you want the *BEST THAT'S MADE* at the lowest prices. Our handsomely illustrated price lists are mailed free upon application.

## THE E. A. ARMSTRONG COMPANY

149-151 Wabash Avenue,

CHICAGO, ILL.

## Kalamazoo R.R. Velocipede & Car Co

KALAMAZOO, MICH.



New Steel Velocipede with folding trailing arm. Very speedy and easily propelled. Carries either one or two men. Geared 4 to 1. Weight, 140 lbs.

Send for 1892 Catalogue.



SEE OUR EXHIBIT,—WORLD'S FAIR,  
TRANSPORTATION BLDG., SEC. N. N., COL. 10 TO 12.

## THE New Improved "Hall"



## A PERFECT TYPEWRITER

—GOOD MANIFOLDER.

TERMS TO AGENTS LIBERAL.

Portable, Inexpensive. Writes all Languages. Read Mr. Howells's Opinion.

"I wish to express my very best satisfaction with the Hall Typewriter. Impressions and alignment are both more perfect than any other typewriter that I know, and it is simply a pleasure to use. It is delightfully simple and manageable. W. D. HOWELLS."

Send for Catalogue and Specimen of Work.

National Typewriter Company,

611 Washington St., Boston.



Hartel, ex-ticket agent at Tyler, is relieving R. C. Gray, ticket agent at New Braunfels. J. M. Daniel, agent at Overton, and J. H. Daniel, agent at Waverly, are off for a two months' visit to friends and relatives in New York. Colie McKay, agent at Troupe, and W. R. Settles, agent at Jacksonville, have returned from the World's Fair; both report a very enjoyable trip. T. D. Coupland, agent at Phelps, is being relieved by J. O. McGar, chief clerk at Huntsville. W. Y. Barr, agent at Huntsville, has just returned from an extended trip north. J. B. Valentine has been promoted from Grapeland to Crockett, as local freight agent, vice A. J. Leighty, resigned. J. W. Stevens promoted from Elkhart to Grapeland, and the agency at Elkhart given to Operator Neel.

Yours in F., J. and F.,

H. A. RUMFELT.

NEW CASTLE DIVISION.—W. J. Maurice, of the P. & L. E., Struthers, O., and H. P. Gardner, of the P. & W., Allegheny, Pa., are just back from viewing the wonders at the World's Fair. O. J. Hammon, of the P. & W., Allegheny, has returned from an extended trip through the west. The P. & L. E. R. R. are furnishing their employees with free tickets to Chicago and return, and good for ten days. B. C. Vaughn, of Ashtabula, has been appointed T. P. A. of the P. & L. E., with headquarters at Pittsburg. Indications are that all vacancies in the passenger department of the P. & L. E. will be filled from the L. S. & M. S. instead of going to deserving men on the P. & L. E. The P. & W. pay car was out on the 23d of September and paid for June.

D. F. RICHARDS.

#### Stand by the Company.

THESE are hard times. Business is dull. Money is scarce. Work hard to find. Everybody complaining more or less from the stringency of the times. The railroad companies feel the effects of this business stagnation and are hard pressed to meet the constant demands of actual expenditures. Some roads are running behind in the payment of salaries to their employees; all are cutting expenses by dropping numbers of employees from the pay roll, and by discontinuing train service on their branches, and even extending to the main lines in several instances. Every indication points to the fact that railroad companies are having a hard time. Is it not the duty of every employee to stand by his company during such a time as this? I believe every railroad agent should exert himself in a

fuller measure than ever before, to rustle for business, to use economy in station service, and in various ways protect the company's interests, that no leakage of revenue may occur at his station.

The railroad company pays its agents a fixed salary, or one based on the business of the station, and expects good service rendered in return. And we as loyal, honest men should be willing to render an equivalent in return, in the way of honest, faithful service.

The reason agents and other employees of the railroads in our country do not get better salaries to-day, is because so many are not worth the salaries they now receive, their main object each month is to hold their position so they can draw their pay. If agents were efficient they would raise the standard of service and thereby raise the value of their services. And now at this particular time in the crisis of railroad companies and all business enterprises, let every agent be faithful to his trusts, earnest in his efforts, diligent in business, showing his employers by his enterprise that he merits something beyond his present routine work and can be relied upon when men of character and ability are needed as they will be, and are needed every day in business life.—H. L. P. in the *Kansas Railway Agent*.

#### The R. A. A. Badge.



CONSIDERABLE dissatisfaction having been expressed in regard to the old badge of the association on account of the blindness of the design, the Grand Division has had manufactured a new badge, which is shown herewith. It is in three colors—gold, blue, and white—and makes a beautiful emblem. Buttons will be furnished to all members upon receipt of \$1.50, and all orders should be sent to the Grand Secretary. Every member should have one of these emblems.

#### The New Route to the Pacific.

The completion of the Soo-Pacific route to the Pacific coast is an event of transcendent importance. This new route trends northwesterly from Minneapolis to its junction with the Canadian Pacific, and while shortening the time and distance to the Pacific Ocean, it traverses one of the richest agricultural districts of the great northwest.

We call the attention of our readers, especially the agents, to their advertisement in this issue.





*HENRY E. DANZ, G. F. A. GREAT NORTHERN RY., ST. PAUL, MINN.*



The train left Adrian for Toledo at 7 P. M., and worked its way along over the ice-covered track until we got out of wood and water, when we picked up sticks in the woods and replenished the fire, and with pails dipped up water from the ditches and fed the boiler, and made another run toward Toledo. Passing Sylvania we got the train to a point four miles from Toledo, when, being again out of steam, wood and water, we came to the conclusion that it would be easier to foot it the rest of the way, than to try to get the train along any farther. So we left the locomotive and cars standing on the track, and walked into the city, reaching here about 2:30 A. M. I was rather lame and sore from contact with the "snake-head," but gratified that we were enjoying the "modern improvement"—railway travel. M. BRIGHAM.

Toledo, January 13, 1882.

The advertisement of the road was as follows:

Toledo to Adrian—33 miles—and return the same day!  
TO EMIGRANTS AND TRAVELERS.

The Erie and Kalamazoo Railroad is now in full operation between

#### TOLEDO AND ADRIAN!

During the ensuing season trains of cars will run daily to Adrian, there connecting with a line of Stages for the West, Michigan City, Chicago and Wisconsin Territory.

Emigrants and others destined for Indiana, Illinois and the Western part of Michigan

*Will Save Two Days*

and the corresponding expense, by taking this route in preference to the more lengthened, tedious and expensive route heretofore traveled.

All baggage at the risk of the owners.

EDWARD BISSELL, } Commissioners  
W. P. DANIELS, } E. & K. R. R.  
GEORGE CRANE, } Co.

A. HUGHES, Superintendent Western Stage Company.

This little road had a "soft thing" for two or three years, and earned 15 to 20 per cent. upon its moderate cost, \$257,659, or \$7,308 per mile.

The road earned in 1837 ..... \$55,821  
Expenses 25 per cent. .... 14,181

Net ..... \$41,640

By the construction by the State of Michigan of the rival road, the Michigan Southern, and a division of the business, the Erie & Kalamazoo was bankrupted—thrown into a receiver's hands, and finally reorganized and leased to its hated rival in 1849.

Competition and human nature fifty years ago were very much the same as to-day, as illustrated by the following copy of a little hand bill issued in 1842, when the fight between the two roads was very bitter. The drive about accidents, printed in italics, was a little personal, as the man who made up the entire congregation of a church on a rainy Sunday, said about the sermon. "Other roads" meant, of course, the Erie & Kalamazoo.

1842.

## SEASON ARRANGEMENTS.

### MICHIGAN SOUTHERN RAILROAD, FROM MONROE TO ADRIAN.

*The most direct, expeditious and Safest Route.*

The public are respectfully notified that the SOUTHERN RAILROAD is now in complete operation from Monroe to Adrian; and being well furnished with Locomotives, Passenger and Freight Cars, will transport Freight and Passengers *safer, cheaper and more expeditiously* than any other road in competition.

This road was built by the State of Michigan, at an expense of

Four hundred thousand dollars

and in its construction is not surpassed by any in the United States.

#### PASSENGERS

Going to Illinois, Indiana, Wisconsin, Iowa and Western, Southern, or Central parts of Michigan, will perceive, by referring to the Map, that no Public thoroughfare is so direct for them as the

### SOUTHERN RAILROAD.

*Great care is taken in keeping this Road in good repair, thereby avoiding accidents similar to those occurring upon other roads almost daily, jeopardizing "life and limb."*

## STEAMBOATS

Are running from MONROE TO BUFFALO in connection with the Cars upon this Road.

STAGES, CARRIAGES, WAGONS, ETC.

Are always in attendance to convey Goods and Passengers to any direction from Adrian.

*Passengers passing over this Road will be met at the boats by Railroad Cars, and conveyed to the Depot, and from the Depot to the Boats without charge.*

Cars leave Monroe daily for Adrian, Sundays excepted, at 8 o'clock A. M. and leave Adrian for Monroe at 2 o'clock P. M. Running time 2½ hours.

The public may rely upon statements here made, and their patronage is respectfully solicited.

**J. H. CLEVELAND,**

July, 1842.

Superintendent S. R. R.

Rob't D. Foy, Printer, 159 Main st., Buffalo.



ago and considering the increase in the amount of capital in connection with the number of those who engage in labor, it is probably safe to assume that wealth invested in productive enterprises is as much divided now as then. But while investment by the owners of capital in such enterprises is direct, their control of its application is mainly indirect, because of the almost universal practice of massing industrial capital in the hands of corporations, thus operating enormously to decrease the number of employers in proportion to the employed. Therefore, while those who buy labor buy largely, the number of buyers being comparatively few, they enjoy all those immense advantages which accrue to the large dealer and which not infrequently amount to the power of dictation. The extent of the consolidation of capital and the constantly increasing tendency to such consolidation is familiar history. Opposed to and made necessary by this is unity of action on the part of labor. Acting generally on the defensive, with each advance of capital toward greater aggregation, labor has become more compactly organized, and the grievance of a trade, or of those employed in trade in a particular region, or an individual workman, has come to be resented by labor generally as a body and frequently been made the basis not only of a dispute and a strike, but a succession of strikes involving more than one kind of employment.

Combinations of capital and organizations of labor are created for exactly the same purpose, the protection and promotion of individual interests by collective action, and both are entitled to exactly the same degree of recognition. They represent the two great independent and interacting forces of industry. Overwhelming power in the hands of the first means unbearable opposition to the other, while extreme advantages conferred upon the latter would, if unwisely used, inflict ruin upon the former. Each side is governed by the dominant motive of self-interest, and they should be placed and kept upon equal footing. To do this full recognition of labor organizations is essential. A corporation which has brain and sinew for its capital should be regarded as similar, in a legal sense, to a joint stock concern with a paid up money capital. This much I believe is due to labor in any branch of industry. Custom has done much in this direction already, for scales of wages are not infrequently fixed between employers and organizations to which the employees belong. The idea has also been partially crystallized into law by state legislatures and by

Congress through the enactment of statutes providing for the incorporation of labor societies for purposes of improvement, advancement, and protection of labor interests and individual rights, even going so far as to specify regulation of wages and hours. But such construction of these laws by the courts as would authorize combinations of labor to do that which the individual workman may lawfully do singly is lacking, and definite legislation would seem necessary to secure that end. Had the fully equipped labor corporation been an accomplished fact, with the right to treat with the mill owners in behalf of the men, the main fight would not have been over recognition of the labor organization and there is little doubt that the great strike and subsequent riot at Homestead, involving the loss of so many lives, would have been averted by submission of the matters in difference to arbitration or by some other peaceful means of settlement; with the further result of avoiding the substitution of thousands of immigrating laborers for those who, toiling there for years, had practically consecrated themselves to the particular industry and reared their families with a view of their engaging in a steady, reliable and remunerative employment, and even inheriting it. That contest had serious effect upon the relation of employers and employees throughout the land; an effect which was manifested by similar strikes, numerous disputes, threatening attitudes and mutual distrust. And the loss of business to the Carnegie mills caused by the widespread power of antagonistic labor employed in industries using iron products, and by general popular sympathy with the men, must have been enormous.

While much discussion of the relations of labor and capital generally should not be had in a paper limited to the consideration of a particular branch of industry, I cannot refrain from making some further observation upon this strike in the Carnegie mills. As before stated, a resort to arbitration would have averted the terrible disaster which ensued at Homestead and affected social order throughout the country. The course adopted had the usual result of transferring some phases of the contest to the courts; and in this instance the cases presented for judicial determination were of a criminal character. The original issue between the manufacturers and the men was in no wise presented for settlement by these proceedings. It could not be. Whenever the aid of the courts is invoked by either employer or employee, the action must rest upon some



**EMPLOYEES.**

The total number of employees in the service of railways on June 30, 1892, was 821,415, being an increase of 37,130 over the previous year. Assuming an increase in the total number of inhabitants during the year of 1,250,000 it appears that the ratio of increase in railway employees to the increase in population was 1 to 34. The ratio of total railway employees to total number of inhabitants was 1 to 79. The railway industry makes each year larger demands upon the labor of the people. It is significant, however, to notice that the most of the increase in railway employment is confined to Groups I, II, III, VI, and X, that is to say, to the territory east of the Mississippi and north of the Ohio rivers and to the Pacific slope. In Groups IV and VIII there has been only a slight increase, while Groups V, VII, and IX show small decreases in the number of men employed by railways.

**CAPITALIZATION AND VALUATION.**

The capitalization of the 162,397.30 miles covered by the report was, on June 30, 1892, \$10,226,748,134. Of this amount \$4,633,108,763 were represented by stocks and \$5,053,038,050 by funded debt. Mortgage bonds amounted to \$4,302,570,933 as compared with \$4,081,621,675 for the previous year. The above figures show an increase in capitalization during the year 1892 of \$397,273,119. In view of the slight activity in railway construction, this increase in capitalization is worthy of especial notice. In large measure it is due to investments by large corporations in minor companies and to reorganization. In quite a number of cases, also, stock dividends or their equivalents have been issued. Of the total stocks and bonds outstanding, the railway corporations on June 30, 1892, held as their corporate property \$1,391,457,053, being an increase of \$108,531,337 over the previous year. Nearly one-fourth of the total railway stocks outstanding are the property of railway companies. The amount of stock paying no dividends during the year was \$2,807,403,326, or 60.60 per cent. of the total amount of stock. The aggregate amount paid in dividends was \$97,614,745, being an increase for the year covered by the report of \$6,496,832. The amount of funded debt, exclusive of equipment trust obligations, paying no interest was \$777,719,420, or 15.56 per cent. of the total amount outstanding.

**PUBLIC SERVICE.**

The total number of passengers carried by the railways during the year was 560,958,211. Passenger mileage during the year was 13,362,898,299, and passenger train mileage 317,538,-

833. The average journey per passenger was 23.82 miles, and the average number of passengers per train for each mile run was 42. The number of tons of freight reported by the railways as carried during the year was 706,555,471. Ton mileage was 88,241,050,225. Accepting these figures, it appears that the average haul per ton was 124.89 miles. The freight train mileage during the year was 485,402,369, and the average number of tons per train for each mile run was 181.79 tons.

**EARNINGS AND EXPENSES.**

The gross earnings from operation of railways during the year ending June 30, 1892, were \$1,171,407,343. The operating expenses were \$780,997,996. From this it appears that the net earnings from operation of railways were \$390,409,347. The income to the railways from investments was \$141,960,782, making with the net income from operation an aggregate of \$532,370,129. The fixed charges during the year amounted to \$416,404,938, leaving a net income available for dividends of \$115,965,191. Of this amount \$97,614,745 were paid in dividends and \$4,314,390 in other payments from net income, leaving a surplus over operations during the year of \$14,036,056. The full report contains an income account for each of the ten territorial groups into which the railways of the country are divided, and shows great diversity in the results of operation. Thus, the income account of six out of the ten territorial groups shows a deficit instead of a surplus. These groups cover the territory lying south of the Ohio and west of the Mississippi and Missouri rivers. The passenger revenue for the railways of the country during the year was \$286,895,708. The receipts from mail service were \$26,861,143, and from the express companies were \$22,148,988. The freight revenue during the year amounted to \$799,316,042.

**RAILWAY ACCIDENTS.**

The number of railway employees killed during the year covered by the report was 2,554, being less than the number killed during the previous year. The number of employees injured, however, was in excess of the number injured during the previous year, being 28,267. The number of passengers killed was largely in excess of the number killed during the previous year, being 376 in 1892 as against 293 in 1891; while the number of passengers injured was 3,227 in 1892, as against 2,972 in 1891. An assignment of casualties to the opportunity offered for accidents shows 1 employee to have been killed for every 322 employees, and one employee to have been in-



the trial, does not (as all fair-minded men will admit) in the least influence the mind of a learned judge in favor of such road as to a question of law involved in the litigation?

But these decisions, and that of Judge Speer, rendered about the same time, did, if their application is not carefully limited, strike a blow at what had been considered one of labor's inalienable privileges, the right of a number of employees to leave their employ in a body at a particular time. It was held that Rule XII of the Brotherhood is illegal because its operation would be certain to interfere with and retard the movement of interstate traffic, and that action under the rule would and does amount to a combination or conspiracy in restraint of trade. Sudden enforcement of the rule by the Brotherhood might prevent transportation for the time being, and any well-founded construction of the law which insures the continuous carriage of traffic by railway carriers is to be upheld. The public is clearly entitled to demand that the flow of commerce shall be free from all restrictions, and in the matter of transportation common carriers are rightly held to a strict responsibility. It is equally clear that persons employed by the carrier in the business of transportation assume such limited responsibility as comes within the terms of their contract, and that they should not be permitted, either singly or collectively, to leave their employ without such warning to the carrier as will amount to reasonable notice of their intention so to do, thus affording the carrier fair opportunity to fill such impending vacancies in its working force. But notice given to a carrier by its engineers that on and after a certain date they will refuse to handle through traffic coming from or destined to a connecting road is clear and distinct advice to that carrier that if it will not consent to join in the refusal so to handle such traffic, except as local freight on its line, the contract of employment will terminate on the date mentioned; and if the time allowed is reasonable, it would hardly seem equitable to hold that Rule XII so applied is illegal. No one will assert that the railway employee's individual rights are impaired by the nature of his employment. He has only to fulfil his contract, always remembering that the public is a party thereto (entitled, however, to no more than reasonable treatment), and his responsibility ends. It is no part of his agreement with the carrier or the public that he shall not leave his work until his place is filled. That burden is on the carrier, and it is only entitled to reasonable notice of a prospective vacancy.

It is said in the case against Chief Arthur that the strike on the Ann Arbor road was lawful because it was a combination "for the lawful purpose of selling the labor of those engaged in it for the highest price obtainable and on the best terms;" but that the employees of the Lake Shore and other roads were not dissatisfied with the terms of their employment, and the act of these employees in combining to withhold their labor from them for the purpose of injuring the Ann Arbor road was unlawful. And it is further stated that herein is found the difference between the strike and the boycott. If the premises are correct, I agree with this view; but are they? Were the employees of the Lake Shore road and others connecting with the Ann Arbor line satisfied with the terms of their employment? The engineers on all these lines belonged to a "brotherhood" legally organized for the protection and advancement of their interests, and the members of the organization had of their own free will and inclination established rules and by-laws and appointed officers to execute them. These members had agreed in effect that, in case of a "legal strike" of engineers upon a road, they would not be satisfied with the terms of their employment on connecting roads if their duties consisted in hauling cars in which the road on which the strike occurred was interested; and Arthur, the Chief, was by virtue of his office required to give notice of the strike. All this hardly seems to come within the term "boycotte." Whether the engineers on the Lake Shore and other roads gave proper notice of their dissatisfaction with the changed conditions of their employment is another question, and one which I need not here discuss; but that Rule XII properly applied operates as a boycott I do not admit. Any one engineer working on the Lake Shore might lawfully have quit work under his contract at any time after his run was complete, and allege as a reason, his dissatisfaction with the terms of an employment which compelled him to haul the cars of a road whereon his brethren were engaged in a strike. If he can lawfully do this, what just grounds exist for restraining the chief of his organization from carrying out the will of himself and fellow members by notifying members of the organization when cause for dissatisfaction with their employment has arisen, and to act according to rules which they themselves have established? The legal maxim "that every man shall so use his own as not to injure the rights and property of another," cannot fairly be applied so as to compel men to remain an



## The Proper Attitude of Railway Corporations Toward Labor Organizations.

By H. S. HAINES, President American Railway Association.

THE dominant purpose of the American Railway Association is the development and solution of problems relating to railroad management in the mutual interest of the railway companies of America. Some of the problems which have been before the association it has solved definitely, others tentatively. Some of them were capable of but one solution, others have presented themselves in different aspects according to the point of view and varying with the current of events and of opinions. Those which were simple and urgent it attempted first, but with increasing experience and with improved methods, and perhaps encouraged by the favorable reception accorded to its work, it has gradually broadened its scope to include yet graver questions of management and of operation. Such a subject is now engaging its attention in the establishment and endorsement of proper rules and signals for block signals and for interlocking switches, and the expectant attitude of those interested indicates the importance which is now attached to its conclusions. This fact is appreciated by the members of the Joint Committee which has the matter in hand. It has intensified their sense of responsibility and their anxiety that their report should be adequate to our expectations. It has been usual with our committees in the investigation of any subject to ascertain the practice of each member of the association and then to recommend that course which corresponds to the generally prevailing opinion. But in this particular matter something more has seemed to be necessary. There has been occasion to harmonize conflicting views, to clear away by discussion and debate differing conceptions as to fundamental principles, and as the subject developed, it became evident that the whole question would have to be treated more with reference to what would be required in the immediate future, than to what had been the practice in the past.

It is not my intention to forestall the report of the Joint Committee, nor to outline its purposes, but rather to impress upon you the difficulties it has had to encounter in the development of the problem which it is expected to solve. For the development of a problem is a process necessary to its solution, and if a fault confessed is half remedied, so a problem half developed is half solved.

Something of this idea I have in mind in thinking over certain problems connected with railroad management which are still ahead of us, and not so far ahead of us either but that they are looming up before us, assuming portentous magnitude. Concerning one of them I propose to speak to you to-day; one which a few years ago could only be mentioned with bated breath in official circles, but which now is not merely in our minds, but on our tongues, so that I feel that no further apology is required in introducing the subject here.

That problem is the proper attitude of railroad corporations toward labor organizations, and that I may speak my mind freely, I will remind you that I am speaking for myself and not as an official representative of this association. I will speak the more freely, because I reserve the privilege of modifying hereafter the views that I may now express. For this is one of those problems to which I have already referred as presenting themselves in different aspects, according to the point of view and varying with the current of events and of opinions. It is also one not to be handled gingerly and timorously, if it is to be treated instructively, but it must be grasped firmly as one would grasp a thistle to prevent unnecessary irritation. And I shall devote myself rather to the development than to the solution of this problem.

It is not a novel one in its elementary features. It is no new thing for the workman to be dissatisfied with the terms and conditions of his service. Such dissatisfaction dates back to the time when the Israelites refused to make bricks for the Egyptians without straw. But those were slaves, and so the workingmen continued to be slaves down to the Middle Ages, when in France and England they revolted against their oppressors, to be put down by force. It was only through violence and turmoil that they obtained some measures of relief, and the artisan and the laborer continued in a more or less pronounced condition of servitude, even in the most civilized countries of Europe, until the last restraints of bondage were consumed in the fires of the French Revolution. Those who would harshly criticize the efforts of European workmen to join in measures of self-protection should not forget the centuries of wrongs which they had to endure. Because they had been greatly sinned against much must be forgiven them. But it may be asked what has all this to do with this country? Workingmen here have never had to pass through such ordeals or to submit to



Legislature of the "Llewellyn Law," which is otherwise entitled "An act to protect employees and guarantee their right to belong to labor organizations," and makes violation thereof punishable by fine or imprisonment, or both.

Whatever may be practical in the way of maintaining the reciprocal relations of capital and labor generally, in my view are indispensable to the prevention of strikes on railways. One is the full recognition of railway labor societies as corporations. The other is the settlement of disputes between railway employer and railway employees by means of compulsory arbitration between the men represented by their labor organization as one party and the stockholders of the company represented by the railway corporation as the other party. We then obtain that *quality of power and force which compels the essential requisites of friendly relation, respect, consideration and forbearance.*

Disputes between employers and employees can be satisfactorily adjusted only upon the basis of fair concession and mutual advantage. The strict rules of law are wholly unapplicable to such controversies, and so far the only plan which appears to offer a solution of the difficulty is arbitration. It is not conceded to be practical to compel parties engaged in productive enterprises to accept arbitration, but that objection loses all its force when it is proposed to limit it to those engaged in railway transportation. The power of Congress to regulate commerce, including its transportation and the instrumentalities employed therein, is too well settled to need argument or citation of authority.

The propriety of this form of procedure is clearly recognized in the federal statutes. A law of Congress approved October 1, 1888, is entitled as follows: "An act to create boards of arbitration or commissions for settling controversies and differences between railroad corporations or other common carriers engaged in interstate and territorial transportation of property or passengers and their employees. (Sup. to Rev. Stat. p 622). And its declared purpose is to settle "differences and controversies" which "may hinder, impede, obstruct, interrupt or affect such transportation of property or passengers." It provides, if the parties agree thereto, for the appointment of one arbitrator by each of the two parties, and for the selection of a third by the two thus chosen. The matters in dispute are to be submitted to the arbitrators at the nearest practical place to that at which the

difficulty originated, and the parties are to be fully heard and have the right to be represented by counsel. It is further provided that the fees and compensation of arbitrators (ten dollars a day) and those of clerks, stenographers, marshals and witnesses, are to be examined and certified by the United States District Judge and paid by and through the treasury department; but the maximum cost of any investigation shall not exceed \$5,000. Additional arbitration is provided for in the law by the appointment of two commissioners by the President, who, together with the Commissioner of Labor, shall constitute a temporary commission for the adjustment of any such difficulty, and the President may upon his own motion, or upon the application of one of the parties, or upon the application of the Executive of the State, tender the services of such a commission.

Congress also recognized the right of labor to organize and become incorporated for protection and advancement by enacting the statute of June 29, 1886, entitled "An act to authorize the incorporation of National Trades Unions," and some of the purposes for which a union is authorized are the regulation of wages and the hours and conditions of labor, and the protection of individual rights in the prosecution of their trade or trades. Fifteen states also have provided for the settlement of labor disputes by arbitration, while ten states recognize by law labor organizations.

It is clearly demonstrated, therefore, that labor has now a legal right to organize and combine and be represented through a common head, and that railway companies and their employees already have an arbitration procedure provided for them in case they see fit to embrace it. But additional legislation, which will give labor corporations full power to act for the men and which will make arbitration of disputes arising in railway work a compulsory process, in case such disputes cannot be settled by negotiation, is necessary.

To make arbitration effective and just, the arbitrators should be drawn from the vicinage and with particular reference to the particular case. A man who knows nothing about the work involved is not qualified to decide the question. When the matter in controversy involves how many hours a man should work, what pay he should receive, or any of the questions which cause disputes between the employer and the employee, those questions should be considered by men familiar with the particular employment under consideration as with the needs and situation of the employer.



Such well informed persons are to be found in every locality, and when questions arise between employer and employees they are best qualified to decide what concessions are fair and what will redound to the mutual advantage of the parties. As a rule men who hold office for life or a defined term are unfit for such positions. A person to be a good arbitrator must be directly responsible in every case. Men who hold definite terms of office are placed in a position where they regard mankind as divided into classes, and they have, too often, but the instinct and sympathies of their "class." The ultra-conservative man, the man whose whole interest lies in maintaining the present order of things, is prone to look through the closed window of his richly furnished apartment, and in this refracted light and preverted view to imagine that he sees in workmen passing by with blouse and dinner pail a member of the "dangerous classes." Arbitrators, on the other hand, should be men who know no class, but who represent the great sovereign whole. The utmost publicity should be given to such awards, and to attain this end the law regulating arbitration might contain provisions for a report by all boards of the awards made by them to the executive head of the government and for the formal and official promulgation by him of all awards so made.

Moreover, questions arising between employer and employee demand the most prompt method of settlement; and pending final settlement, the relations existing at the time the disputes arose should be maintained and the parties should bear their grievances patiently during that period and rely upon just and proper revision and adjustment by the board of arbitration. Another requisite is that the arbitrators should be permitted to provide for a continuance of the employment for a reasonable length of time after the award is made, and the parties should agree beforehand to be bound thereby. The writer, while a member of the Massachusetts Legislature, in 1886, introduced an arbitration bill which contained all of these features.

As above stated, the objection is often urged that boards of arbitration generally are not clothed with the power to enforce their awards. True, in one sense they have no such power—that is to say, not the visible, material power of a writ of execution backed by sheriff or marshal; but even then the award would impress the moral sense of the community and would in most cases be self-executory. And this is a distinguishing mark [of the glory of our civilization and our form of government.

President Cleveland, in calling attention to the subject of labor disputes, recommended legislation which resulted in the "Arbitration Law" above mentioned. In his special message of April 22, 1886, he said:

"If such a Commission (of arbitration) were fairly organized, the risk of a loss of popular support and sympathy resulting from a refusal to submit to so peaceful an instrumentality would constrain both parties to such disputes to invoke its interference and abide by its decisions.

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"If the usefulness of such a commission is doubted because it might lack power to enforce its decisions, much encouragement is derived from the conceded good that has been accomplished by the railroad commissions which have been organized in many of the states, which, having little more than advisory power, have exerted a most salutary influence in the settlement of disputes between conflicting interests."

But so far as the settlement of disputes in which the public has direct interest is concerned, like those arising in the course of railway employment, Congress unquestionably has power to compel arbitration. The tendency of Congress to recognize labor organizations has already been shown. It is but a step further to provide that organizations of railway employees shall, when disputes arise with railway managers, file approved bonds with designated officials for and in behalf of the men, that they will abide by the decision of the board of arbitration; that the railway corporations shall likewise file similar bonds; and that awards made under such conditions shall be enforceable in the courts. The further objection urged against arbitration, that the individual employee is pecuniarily irresponsible, would by this method be removed. Let men join the organization and let the organization treat with the corporation.

Most men who go to law know more of their cases than the lawyers they employ, but how few will enter into a lawsuit without an attorney to present their cause! It is quite as necessary to the workman to have an advocate. He is so handicapped by his subordinate position that he can neither lucidly nor concisely state his case, what he deems his wrongs to be, nor the redress he asks. The environment of the railway official is enough to abash him. It puts him ill at ease and disconcerts him. In the palmy days of the Reading road I knew a man, the head of a large business, coming from a long distance on important business, to sit three days in the anteroom of the palatial office of the president of the road before he had even an opportunity



line of least resistance, and refrain from doing that which his judgment recommends and justice demands—to make the reduction in wages bear in like proportion on all, or, if favoring any, to favor those who receive the least. But this you will not do. The reduction which must be made falls on those who are least able to resist, because they are without organization, upon clerks and track men and unskilled laborers. I am not criticising you unkindly for this. I am stating a fact which you know to be true as well as they do, and you do this because you can find no other relief. But as time goes on these classes of employees, spurred to it by their own misfortunes and by witnessing the advantages which others have gained by organization, will organize themselves. Then where will the axe of retrenchment fall? That will be for you to determine, and you will be brought face to face with that problem, if the decrease in the rate per ton mile is to continue. You must appeal to the traffic management to refrain from that foolish competition which ignores the cost of the service performed, and not until they recognize the necessity for so doing may you hope to arrest this crisis toward which the most of our railroad mileage is tending, and which, when it does come, falls upon those responsible for the operations of the road. If they will not heed to your appeals, then you should plainly put the matter before your executive officers and place the responsibility where it belongs. It is a matter in which you should make common cause, those who are managing prosperous roads as well as those who are not, for sooner or later you will all have to drink of the same bitter cup if measures be not taken in time to avoid it. Having developed my problem to its last bitter elements, I may be expected to suggest a solution, but it is one thing to develop a problem and another to solve it. The one is laying open the hidden cause of disease, the other is to apply the proper remedy. The one needs but a knowledge of the anatomy of the subject and a steady hand, the other requires a power of forecast, of following out the probable results of possible policies, which is given to few men, whether surgeons or railroad administrators.

What then I may offer in the way of a solution is presented with less confidence than has sustained me in the development of this subject. While as to the one I might withstand adverse criticism, as to the other I might be disposed to yield. But I think that there are certain conditions affecting the attitude of railroad corporations to labor organizations

which are of so peculiar a character as to separate this branch of the subject from those relating to ordinary industrial enterprises. It is not a matter of manufacturing, selling and buying goods. It is a matter of performing a public service which affects every man, woman and child in the land to such an extent that railroad transportation is properly looked upon as a question of public welfare, a matter which has been aided by the sovereign power by loans and donations, by special legislation, and by the exercise of the right of eminent domain. In return for this aid the corporations are burdened with obligations which they cannot evade and which render them powerless to resist the demands of their employes when efficiently organized. To the demand of these organizations neither the laws nor public opinion set any limits so long as they are not enforced by violence. Yet there is a public demand for lower rates which the traffic officials do not firmly resist.

The decrease in the rate per ton mile and the increase in the cost per ton mile cannot go on together indefinitely; one or the other must cease. Either it is to the public interest to have cheaper rates and lower wages or to have higher wages and dearer rates.

The public interest lies in the better and safer, rather than in cheaper service, and a minute advance in the charge for that service, an advance so small that if divided among the millions of transactions for which the corporation is paid would yield a fund sufficient to insure fair wages to every railroad employe and reasonable dividends to every stockholder. For both stockholder and employe are paid from the same fund, and it is not to be expected that the railroad system of this country can be extended to meet the demands of a growing country and increasing numbers of employes continue to receive full wages, unless capital so invested has a prospect of a reasonable return.

But if this were recognized as reasonable, that the compensation should be sufficient for fair wages and for reasonable dividends, what has the public a right to expect? Certainly that the service shall be continuous and efficient, that it shall not be interrupted by disputes between employer and employe. It may with justice insist upon a rational adjustment of such differences, and if a way can be pointed out by which it can with propriety intervene, its assistance might be counted on for such a purpose.

The proper way to adjust such differences is by agreement, by an agreement between contracting parties competent and responsi-



ble. As to the competency and responsibility of one party, the railroad company, there is no doubt; but as to the other, the employe, he as an individual possesses neither qualification. As well stand on the river's brink and seek to enter into an agreement with the current swiftly flowing by, a constant succession of drops of water, as to make a contract with a changing force of men, coming and going as each sees fit.

The very organizations which they have made for self-protection may be made the means for enforcing their contract obligations. To this end, they should be duly incorporated under such restrictions as will ensure their legal competency to contract on behalf of their members. The responsibility of keeping these contracts will then rest with their incorporated organizations, which can, by assessment, accumulate a fund that can be invested safely where it can be reached in a suit for damages for breach of contract. There will then be no voluntary arbitration to be viewed askance by bench and bar, but the same legal procedures will be available to secure an observance of contract relations between railroad corporations and workmen's corporations that apply to other business contracts. The legal recognition of such agreements will be a great step toward the preservation of harmonious relations between the two parties and the assurance to the public of uninterrupted railroad service.

A failure to agree upon the terms of a mutually satisfactory contract would still be possible, but only in the event that the employes of each class were able to combine in single corporations. Past experience leads us to believe that could not be done, that either from personal ambition or from other causes there would be individual corporations of workmen that would compete for contracts with desirable railroad corporations, and that in this way it would always be practicable to arrive at an agreement with one or another.

The terms and conditions which should enter into such agreements I will not at this time undertake to discuss. Whatever they may be, the public interest and convenience will always claim consideration in preparing them if public opinion and the laws are to aid in enforcing them. As I have said, it has been my purpose in these remarks to devote myself rather to a statement of the issues involved than to a solution of them. In doing this I have endeavored to take into account the principal factors which should be included and to propose a course in treating them which will not run counter to that spirit of co-operation that prevades the present era, and which we may expect to become still more influential in determining the destiny of our American railway system as well as of our country.

## PERSONAL.

R. I. Love, formerly agent S. A. & A. P. R'y at Lott, Tex., has been transferred to Rockdale, Tex.

Mr. W. M. York has been appointed station agent of the Northern Pacific Railway Company at Cinnabar, Mont.

Mr. R. A. White has been appointed agent at West Camp station, vice E. T. Filler. Takes effect September 26th, 1893.

Mr. O. L. Dillenbeck has been appointed station agent of the Northern Pacific Railway Company at Elkhorn, Mont.

Mr. W. B. Shepard has been appointed station agent of the Northern Pacific Railway Company at Jefferson, Mont.

Mr. G. B. Edwards has been appointed station agent of the Northern Pacific Railway Company at Townsend, Mont.

Mr. R. F. Welliver has been appointed station agent of the Northern Pacific Railway Company at Sappington, Mont.

Mr. H. Fowler, Jr., has been appointed agent at Teaneck station, vice R. W. White. Takes effect September 24th, 1893.

Mr. H. E. Allen has been appointed ticket agent at Palmyra station, vice J. W. Fox. Takes effect September 25th, 1893.

Mr. A. Gratton has been appointed station agent of the Northern Pacific Railway Company at Prickly Pear Junction, Mont.

Mr. G. F. Goodrich has been appointed station agent of the Northern Pacific Railway Company at Prickly Pear Junction, Mont.

Mr. A. H. Pickard has been appointed ticket agent of the West Shore Railway at South Schenectady station, vice J. Pettinger.

Mr. William Welch has been appointed ticket agent of the West Shore Railway at West Haverstraw station, vice J. B. Tilley.

Mr. James A. Gordy has been appointed freight agent of the West Shore Railway at Franklin street station, New York City, vice G. H. Huntington.

Mr. E. P. Jordan has been appointed city passenger and ticket agent at 513 Chestnut street, St. Louis, Mo., for the Jacksonville South Eastern Line.

The *Atlanta Constitution* of October 1st has a lengthy article on the life and labor of B. W. Wrenn, G. P. A. of the E. T. V. & Ga. Mr. Wrenn is an energetic worker, a pusher, and an advertiser of no small proportion.

Mr. W. P. Foster has resigned the position of traveling passenger agent of the Mexican



represented by railway capital to the amount of \$9,871,378,389, or \$60,340 per mile of line. The gross receipts for the year were \$1,100,353,422. The operating expenses were \$723,916,725, leaving a net profit of \$376,436,697.

"Mr. C. Wood Davis, an eminent railway statistician, in an article pertaining to cost of construction and equipment of railways, says: 'For each mile of railway costing more than \$30,000, ten can be found that have cost from \$8,000 to \$20,000 per mile. The eastern 200 miles of the Kansas division of the Union Pacific, built in an era of high prices, cost less than \$20,000 per mile, although now bearing a capitalization of \$105,000 per mile.'

And Poor's Manual tells us that within the five years ending in 1883, about 40,000 miles of line were constructed at a cash cost of \$1,100,000,000, being an average of \$27,500 per mile; and that in 1884 only about 4,000 miles were constructed, the cash cost of which did not exceed \$20,000 per mile, and probably not more than \$15,000.

"But, you say, 'they are capitalized for \$9,871,378,389, or \$60,340 per mile. What does this mean?' It means that an unjust debt is to be perpetuated upon this and future generations until Gabriel blows his trumpet, unless speedy action is taken. It means that your children and your children's children are expected to pay interest upon \$963,468,389 of fictitious or 'watered stock,' and more when the railroads see fit to recapitalize their roads, as they are annually doing. It means that the railroads have been and will in the future control the government, instead of being controlled by it.

"What do you think of that? Do you doubt that the railroads, to a great extent, control the government?

"Six per cent. upon the actual cost of the roads is \$294,474,600, yet their income was \$376,436,697, leaving a balance of \$81,962,097, to be paid to holders of watered stocks. An average of \$1,862,772 from each state in the Union.

"Upon the 27th day of January, 1880, Mr. Gowen, the president of the Philadelphia & Reading railroad, in an argument before the Committee on Commerce before the House of Representatives at Washington, D. C., said: 'I have heard the counsel for the Pennsylvania railroad company, standing in the Supreme Court of Pennsylvania, threaten that court with the displeasure of his clients if it decided against them, and all the blood in my body tingled with shame at the humiliating spectacle.'

"Henry Ward Beecher said in 1881 that five or ten men controlling 10,000 miles of railroad and billions of property, had their hands upon the throat of commerce and 'if they should need to have a man in sympathy with them in the executive chair it would only require five pockets to put him there.'

"Governor Bell, of New Hampshire, in his inaugural address June 2, 1881, said: 'The improper use of money to influence popular elections is a crying evil of our times. It has become so general that little or no secrecy is made of it—and that well meaning men assume to justify it. But nothing can be more fatal to the security of our free institutions. When the longest purse secures election to office, we may bid farewell to virtue and liberty in government.'

"Jay Gould testified in 1873 that he contributed money to control legislation in four states, and it was proven that the Erie road disbursed in one year under his management more than \$1,000,000 for that purpose.

"E. D. Worcester, treasurer of the New York Central railroad, testified that that road paid \$205,000 one year and \$60,000 another to obtain legislation, and that it was obtained. These are only a few instances that prove that legislation is to a great extent controlled by the railroads.

"Who defeated the nomination of Spencer Smith in the last Republican State Convention for railroad commissioner? You all know that it was the railroads!

"Mr. C. Wood Davis conclusively proves that we have paid in the last nineteen years upon watered stock \$1,592,286,471, or enough to have built and equipped 53,076 miles of railroad.

"Do you not think that it is about time to call a halt?

"It is a nice state of affairs in this free and liberty loving country when our Kansas farmers use corn for fuel in the winter, while 10,000 children in the City of New York die annually from starvation and overwork; while the great coal mines of Pennsylvania, mostly owned by railroad syndicates, are shut down in midwinter to advance the price of coal, thus throwing out of employment thousands of poor wretches who are entirely dependent upon them, and who have wives and children to support—wives and children that are as dear to them as are yours to you.

"God knows that if we had fewer sermons upon 'sanctification,' the 'crucifixion' and the 'resurrection' and more upon man's duty to his fellow man these evils could not exist to such an extent.



"The capitalization of railways in New York, New Jersey, Delaware and Maryland averages over \$109,000 per mile. Those of the Pacific Slope are capitalized at \$87,104 per mile, while their valuation averages \$22,672 per mile. The railways of Iowa are capitalized at \$38,069 and assessed for purposes of taxation at \$5,189. Those of Illinois are capitalized at \$42,450 and assessed at \$7,863. Those of Nebraska are capitalized at \$40,172 and assessed \$5,829, and those of Kansas are capitalized at \$52,155 and assessed at \$6,595.

"The railroads of Iowa can to-day be duplicated for less than \$20,000 per mile.

"Excessive rates is not the only bad feature pertaining to private ownership. Unjust discriminations have also had a demoralizing effect in nearly every branch of trade. The summing up of a railroad manager before the Interstate Commerce Commission is as follows, and shows the utter worthlessness of that institution. It reads: 'Rates are demoralized, and neither shippers, passengers, railways nor the public in general are benefited. Certain shippers are allowed heavy rebates, while others are made to pay full rates. The management is dishonest on all sides, and there is not a road in the country that can be accused of living up to the Interstate Commerce law.' All business men will confirm that statement.

"All grain and lumber syndicates are allowed heavy rebates, while the 'small fish' are made to pay full rates. Does this not plainly demonstrate how railroads do more to foster monopolies and trusts than all else beside? It is simply a game of 'big fish eat the little fish.'

"If I am a grain dealer and annually ship 2,000,000 bushels of corn over one road and receive secret rebates for patronizing that road exclusively, is it not plain to you that I can pay the market price for grain plus the rebate and thus crowd other poor devils out of the business? It was so with the Standard Oil trust, as shown by the testimony before the Investigating Committee of the House of Representatives at Washington.

"Philip Armour, of the great meat trust at Chicago, is largely interested in railroad stocks and bonds, and it is only natural to conclude that he is allowed heavy rebates.

"Another bad feature is discrimination between cities. I was told by a prominent shipper at Tucson, Arizona, that in shipping from St. Louis to Tucson, over the Southern Pacific, he would have the car billed to Los Angeles,

California, and re-billed to Tucson. The car would come directly through its destination and be taken 490 miles further west to Los Angeles and then re-billed to Tucson, thus being carried 980 miles farther and at a cheaper rate than had it been billed directly to Tucson. This is simply one of the many instances of unlawful discrimination shown to one city to the detriment of intervening cities and towns.

"The subsidized Pacific lines annually pay \$900,000 to the Pacific Mail Steamship Co. to forego competition and then rob the people of this sum two or three times over to recoup themselves.

"All this has but one tendency—to concentrate the wealth of this country into the hands of a monied aristocracy.

"Daniel Webster, in speaking of the accumulation of wealth and special legislation, said: 'The freest government cannot long endure where the tendency of the law is to create a rapid accumulation of property in the hands of the few, and to render the masses poor and dependent.'

"Webster's words have been verified, and to-day over half the wealth of the United States is owned by 25,000 people!

"How is that for a 'calamity howl?' It will take a good many howls to awaken the voters of America to a full knowledge of the present status of American liberty.

"The negligence and indifference of the average American voter to such questions is criminal, for it affects the welfare of future generations that are now helpless. Many far abler men than myself have proven that the government cannot control the railroad corporations, and it has been clearly shown, by as many more, that the railways do, to a great extent, control the government.

"What alternative is presented?

"The only final solution to my mind is government ownership and control. That they can be operated successfully and more economically is clearly proven by the examples of Russia, Austria, Australia, Hungary and Germany, all of whom own and operate their own roads. In Hungary one can ride at first class rates 478 miles for \$3.50. Third class fare is about 50 per cent. less.

"Competent railway authorities who have made careful estimates give the following estimates give the following items of expenditure by our railroads:



Annual distribution of passes. . . . \$30,000,000  
 Annual political corruption fund. . . 30,000,000  
 Secret rebates to trusts and corporations . . . . . 50,000,000

Total . . . . . \$110,000,000

"I have a 'faint idea' that the above expenditures could be reduced somewhat by government ownership.

"The dispensing of all freight and passenger solicitors; and five-sevenths of the advertising, together with the consolidation of depots, etc., would be a saving of as much more.

"The rapid consolidation in all lines of trade during the past few years conclusively proves that expenses are thus reduced to a great extent. The 'pet' argument advanced against government ownership is that the employment of so many persons would perpetuate a party in power.

"Under a government economically administered it is easily ascertained what the expenditures are, and a sum like \$30,000,000 for a corruption fund could not escape detection. Government ownership of railroads would be a cause for defeat of any unfaithful party rather than perpetuating its power. Are not the votes of railroad men, to-day, largely controlled by railroad corporations and used to further their schemes? With government ownership and a proper amount of money in circulation there would not be such a scramble for office.

"But, you naturally inquire, how are we to get possession of these roads?

"Many able writers advance the plan of having the roads appraised at their real value (say \$30,000 per mile) and make a part payment on them and issue two per cent. bonds for the balance.

"By this plan we could, at the present rates, make them pay for themselves inside of ten years, and not be taxed more than we are at present.

"But what is to become of the innocent purchaser of watered stock?

"In answer in reply, what is to become of the innocent public? If we purchase the roads we expect to get value received, but we cannot pay for that which we do not receive. Watered stocks do not represent that which has been invested in the construction of railways. It represents an unjust and unconstitutional tax that has already been placed upon the shoulders of an unsuspecting and innocent people, and upon which we have, in the past twenty years, paid in interest an amount exceeding \$1,500,000,000.

"The railroads foresee the agitation upon this question and are rapidly increasing the capitalization of the roads and at the same time holding to the gaze of the public a banner upon which is inscribed 'Vested Rights'—the only two words in the English vocabulary that can in the least degree serve them as a screen in their nefarious practices. In regard to purchasers of watered stock Mr. C. Wood Davis says:

"From the fact that there are 10,000 holders of New York Central stock, Mr. Poor estimates that they are 1,000,000 investors in railway securities who, with their dependents, constitute a body of 5,000,000, and it is proposed that rather than this one-thirteenth shall surrender, once for all, so much of their power to tax others as is the direct product of fraud, they shall continue such unjust taxation."

"This is not simply a proposition that one-thirteenth of the population shall unjustly tax all others this year, next year, or even the third and fourth year, but that such burden, yearly increasing by the addition of more water, shall be carried by the twelve-thirteenths to their graves, that when death relieves them, their children and children's children for countless generations shall each in its turn take up the grievous burden and carry it until they also drop into the grave, and so long as these railways exist this one-thirteenth shall thus possess the power to thus levy an iniquitous impost upon the entire industry of the country. Could anything be more unjust?

"Shall 60,000,000 people and their descendants suffer a great and growing wrong rather than that 5,000,000 shall surrender a power to which they have no right?"

"The question of government ownership and control of railways when placed in a just light, with all the facts fully grasped, loses all of its visionary aspect and commends itself to any fair minded person. It is favored by many of the best minds of this country, among whom are Prof. Richard T. Ely, of Hopkins University; Pierre Lorrillard, Gen. John Bidwell, C. P. Huntington, president of the Southern Pacific railroad, and A. B. Stickney, of the Chicago Great Western. The president of the Chicago & Alton railroad in his report for 1891 also recommends it. Agitation upon this question will never cease until some plan is effected to relieve the people of the unjust burdens under which they are now placed."

Subscribe for THE STATION AGENT.



A VALUABLE TIME TABLE.

The accompanying diagram gives approximately the hours by rail between thirty-eight principal cities and railway centers of the United States and Canada.

In the upper right hand corner the number of hours in one, two, three, four and five days.

For example: The time from Denver to New York is 65 hours or seven hours less than three days. Leaving Denver at 9 o'clock P. M., passengers should arrive at New York about 2 o'clock P. M. on the third day.

While much time has been devoted to making these calculations, we submit this card to our readers without especial claims for accuracy.

This card is submitted here that railway men may suggest corrections to us.

The final results will be printed and every person sending corrections or suggestions will receive a revised card for their trouble. The information gleaned in proving these figures will fully repay any person for the time devoted thereto. Let us hear from you at your earliest convenience.

Mail all corrections to  
M. G. Carrel, Manager of  
THE STATION AGENT,  
45-49 Sheriff Street,  
Cleveland,  
Ohio.

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A detailed triangular diagram illustrating travel times between various cities. The cities are listed along the perimeter of the triangle, and the numbers inside represent the approximate travel time in hours. The diagram is oriented such that the longest travel times are at the top and decrease towards the bottom corners.



# "SOO-PACIFIC LINE"

—VIA—

## Soo Line & Canadian Pacific Ry.

OPENED SEPTEMBER 25TH, 1893,

—FROM—

## ST. PAUL AND MINNEAPOLIS TO PACIFIC COAST.

### TIME TABLE AS FOLLOWS:

Lve. ST. PAUL.....	6 30 p. m.	Lve. SAN FRANCISCO.....	7 00 p. m.
" MINNEAPOLIS.....	7 10 p. m.	" PORTLAND.....	9 00 a. m.
" PAYNESVILLE.....	10 20 p. m.	" TACOMA.....	6 00 p. m.
" GLENWOOD.....	11 30 p. m.	" SEATTLE.....	8 30 p. m.
" ELBOW LAKE.....	1 00 a. m.	" NEW WHATCOM.....	10 40 a. m.
" HANKINSON.....	2 40 a. m.	" VICTORIA.....	3 00 a. m.
" ENDERLIN.....	4 40 a. m.	" VANCOUVER.....	10 45 a. m.
" VALLEY CITY.....	5 38 a. m.	" KAMLOOPS.....	11 00 p. m.
" CARRINGTON.....	7 27 a. m.	" REVELSTOKE.....	4 30 a. m.
" HARVEY.....	9 05 a. m.	" GLACIER.....	7 05 a. m.
" MINOT.....	11 12 a. m.	" DONALD.....	10 10 a. m.
" PORTAL.....	1 35 p. m.	" BANFF HOT SPRINGS.....	3 42 p. m.
Lve. BRANDON.....	6 30 p. m.	" CALGARY.....	7 15 p. m.
Lve. MOOSE JAW.....	7 15 p. m.	" MOOSE JAW.....	8 37 a. m.
" CALGARY.....	9 20 a. m.	Lve. BRANDON.....	11 00 a. m.
" BANFF HOT SPRINGS.....	12 30 noon.	Lve. PORTAL.....	4 50 p. m.
" DONALD.....	5 30 p. m.	" MINOT.....	7 28 p. m.
" GLACIER.....	7 15 p. m.	" HARVEY.....	10 00 p. m.
" REVELSTOKE.....	9 30 p. m.	" CARRINGTON.....	11 22 p. m.
" KAMLOOPS.....	3 00 a. m.	" VALLEY CITY.....	1 46 a. m.
" VANCOUVER.....	3 05 p. m.	" ENDERLIN.....	2 55 a. m.
" VICTORIA.....	9 30 p. m.	" HANKINSON.....	4 53 a. m.
" NEW WHATCOM.....	3 05 p. m.	" ELBOW LAKE.....	6 37 a. m.
" SEATTLE.....	11 30 p. m.	" GLENWOOD.....	8 30 a. m.
" TACOMA.....	8 00 a. m.	" PAYNESVILLE.....	9 50 a. m.
" PORTLAND.....	4 00 p. m.	" MINNEAPOLIS.....	1 00 p. m.
Arr. SAN FRANCISCO.....	8 15 a. m.	Arr. ST. PAUL.....	1 40 p. m.

### Shortest Line and Quickest Time to North Pacific Coast Points

Vestibuled first-class Sleeper and Upholstered Tourist Car between St. Paul and Minneapolis and New Whatcom, Wash., daily. Dining Cars attached to Through Trains.

For full particulars call on or write

J. F. LEE, District Pass. Agent, Chicago, Ill.

C. SHEEHY, District Pass. Agent, Detroit, Mich.

or C. B. HIBBARD, General Passenger Agent, Minneapolis.



Boston & Maine station at Norwich, entered by burglars Sept. 22d and a lot of money, was stolen.

Mr. Tuttle is to be the new president of the Boston & Maine system. He is forty-seven years of age, and has been in the railroad business twenty-eight years. He is very popular in England.

The Boston & Maine railroad at Byfield was robbed Sept. 7th and seventy-five cents

was stolen from a passenger station at York Harbor, Me., entered by burglars Sept. 11th and \$15 in cash.

Mr. Boyd, a passenger conductor of the Boston & H. & H. R. R., Old Colony system, completed his fiftieth year of service. He is seventy-eight years of age, Mr. Boyd is a strong and hearty and runs regularly on

the Maine Central depot in Bath, Me., entered by burglars Sept. 5th and stole about \$30.

The New England Railroad Club held its annual excursion Sept. 13th. The form of the excursion was a steamboat trip to Plymouth.

A malicious attempt at train wrecking was made on the Bennington & Rutland railroad at Vergennes, Vt., Sept. 6th, a bridge being cut by removing the heads of bolts.

The railroad has offered a reward of \$500 for the apprehension of the guilty parties.

G. A. R.

### Electricity.

Drawing attention of our readers to the statement of Dr. G. F. Webb in this issue, concerning his Improved Electric Medical Body Batteries and appliances will doubtless be of interest. In the construction these inventions are designed to discover a more perfect application of electricity to the human system than has ever been attained, and to this end the doctor will construct appliances for special cases never before found upon body batteries. Every organ of the body is successfully treated with these appliances. Dr. Webb has hundreds of most flattering testimonials from people who reside at a short hour's ride of his office. Many of these cases that have baffled the highest skill. These testimonials can be seen in the paper and are the best possible proof of the appliances will certainly cure diseases. In conclusion we would say that Dr. Webb is thoroughly reliable in every respect. *Cleveland Weekly Plain Dealer*, Sept. 8, 1892.

### Kansas and Her Railroads.

WE are pleased to furnish our readers with a glimpse of both sides of the railroad situation in Kansas:

Under the heading of Railway News, the *Railroad World* of July 29, says:

The board of railroad commissioners has finally given out its figures on the assessed valuation of railways, as follows: Atchison, Topeka and Santa Fe, \$24,022,364; Union Pacific, \$8,518,738; Chicago Rock Island and Pacific, \$7,341,996; Missouri Pacific, \$12,492,495; Missouri, Kansas and Texas, \$2,499,736; Kansas City, Fort Scott and Memphis, \$2,916,078; St. Joseph and Grand Island, \$1,442,179; Burnington & Missouri River, \$1,469,291; branched lines, all roads, \$1,381,561; total valuation for 1893, \$61,948,442; total valuation for 1892, \$51,404,543; total increase for 1893, \$10,579,899. The average increase is about 21 per cent., while the increase on the Santa Fe system is 29 per cent.

The action of the state board of railroad assessors in increasing the assessed valuation of railways is likely to result in bankrupting some 60 or 70 counties and in closing as many as 400 public schools in the western and central portions of Kansas. It has already been officially given out that the railway companies will refuse to pay their taxes which will become due in December.

In making the assessment this year, the board increased the valuation about \$10,000,000, in spite of the fact that all other property had been decreased. The result has been to increase the taxes nearly \$400,000 at a time when the railroads have met with serious losses in business, amounting, in some instances, to \$200,000 a month. For the last three or four years it has been a difficult thing to meet the taxes as they become due. In at least sixty of the counties the railway companies have been paying the largest portion of the taxes, while in at least thirty of the same counties they have been paying from two-thirds to three-fourths of the taxes. In very many of the school districts the companies have not only built the school houses, but have been keeping up the schools by the direct tax levied.

Unable to bear the additional burden now imposed, the railway companies have declared their purpose to become delinquent in taxes, thus placing their property in the delinquent lists for sale, knowing that no one will be foolish enough to bid in the little pieces of road running through a county. Then will begin the tedious delays of the law. Hereto-



this, girls, and if you would be beautiful, see to it that you are ever sending out thoughts of goodwill, cheerfulness and contentment. Next month we shall say something as to the influence of thought on our health and the affairs of our daily life.

S. L. W.

#### THE REWARDING OF CHILDREN.

It seems at first sight a much easier thing to reward children than to punish them. It is certainly infinitely more pleasant, and yet the chances of doing them harm in the process are as great in one case as in the other. Injudicious rewarding is almost, if not quite as pernicious in its effect upon a child's character as indiscriminate punishing. The formation of character is the end and object of all our efforts on behalf of the child. We do not wish so much to compel him to do right at any one time as to train him so that he will desire to do right at all times. We can, to a certain extent, govern his actions, but this is not the most important point. Our fundamental task is to implant in him principles and motives which will enable him to govern them himself, and to insure that they shall always at least "make for righteousness."

Does the giving of material rewards help or hinder this development? This is an anxious question for the conscientious mother who is trying to help her child to help himself. As we are creatures of habit it seems from one point of view that if we can establish good habits by any means we are justified in using them. We argue that the habit of right doing will remain long after the steps by which we ascended to it have been swept away and forgotten. In dealing with children we must remember that processes are results in their effects on the plastic minds. If we lead them to do right by holding out a reward which they are to obtain if they succeed we have taught them that the tangible possession is the thing to strive for, and the "being good," or doing right, is only the means by which it is attained. Is this likely to strengthen or weaken their moral fibre? When we are no longer at hand with some solid allurements to make virtue profitable, will they not follow their own inclination, regardless where it leads, if by so doing they can grasp a pleasure? The bias that we give to the mind of a child is not easily reversed. As he grows older, and his views of life widen and change, he may, with infinite painstaking, unlearn some of the lessons that he learned at his mother's knee. There will still remain deeply graven in his mind and heart, affecting the

whole trend of his character, those cardinal points which her daily conduct of his early years has impressed there. She makes his standards, ought she not to see that they are worthy ones? Preaching to him will not do it, nor even taking him to hear sermons. Nothing will but the constant leading him upward along the path of right endeavor. Implanting principles is like sowing seeds; many fall on barren land and stony places and produce no fruit, many die and wither away without apparent result. If the process is continued in faith and patience enough germinate to bring forth high aims and noble fulfillment.

It is never wise to bribe a child to perform a plain duty. There are many motives to be appealed to, and we should be cautious how we substitute a lower for a higher one. When bedtime comes it is often a struggle for the small people to go off pleasantly and promptly. When we elders have to do things not at all more disagreeable to us, we indulge in some murmurs—audible or otherwise—and a good deal of self-pity. It is not to be expected that our juniors will take up their burdens with more cheerfulness than we do ourselves. Yet as soon as they are old enough to understand anything they may be greatly helped, or hindered, in doing it. "It is time for Charlie to go to bed now" ought to be enough to persuade him to do so without difficulty. But just as we ourselves sometimes fail to respond to the call of duty, so there will be moments when Charlie feels that his desire to sit up longer entirely overpowers his wish to obey, and he refuses. What is to be done in this case? His mother can probably induce him to go to bed by means of a piece of candy, or a promised pleasure, but the next time the question arises he will be less able to do right unaided than he was at first. His mind will naturally revert to the bribe and he will want another. A quiet talk, gentle argument and persuasion, impressing upon him that every one has to do disagreeable things sometimes, because they are right, will usually prove effectual; if not it becomes a matter of obedience that must be enforced even at the cost of pain. If we can enlist the will on the side of right-doing, so that the child shall conquer himself and yield a willing obedience, we have accomplished much.

We can never give the children too many legitimate pleasures. Childhood should be made as sunny and happy as unlimited love and tenderness and wise indulgence can make it. The shadows fall soon enough in the most fortunate lives. Yet we cannot, with all our



road property was being valued other property. The increase on Fe system was greater than the other lines, for the same reason. Fe had been assessed lower in profits real value than the other roads. Road companies had not been paying portion of the taxes it was clearly of the assessors to increase their It was simply an equalization of which it was plainly their duty to t as nearly as possible.

essment of 1889 was \$57,866,232.57. was reduced to \$50,865,825.69. In raised to \$61,984,407.03, so you will file the increase from 1891 to 1893 \$81.69, the increase from 1889 to \$4,118,174.46, or an increase of a per cent. in four years.

he charge that the assessors "ad-injustice of the increase but were t the behest of their party," there rd of truth in it. Such statements political clap-trap, as is the claim ll result in bankrupting 60 or 70 and the closing of 400 schools. It ty that the railroads will attempt to ng their taxes, but if they do it will apt a county, or close a school.

ople of these counties would be as in refusing to pay interest on bonds ilroads as the road would be in re-pay taxes due the people.

icials and citizens of Kansas are dis-eal fairly with the railroads and with r industry in the state. In return ey are only asking fair treatment at of the railroads. They realize that the roads and that the roads could r very well without them.

the people of other states will learn tizens of Kansas who were admitted dy in 1890, and prior to that time, y honest law abiding patriotic cit-e not degenerated into repudiators tors in 1892, as a certain class of s have been trying to make it ap-

Very truly yours,

W. D. VINCENT.

—How does the razor feel? Sufferer to feel pretty good; it has a strong t.

erry—I wish you would come to our s evening; there is to be a union Joblots—What are you going to -shorter hours.

## Buffalo Ass'n of R. R. Superintendents.

Proceedings of a regular meeting of the Buffalo Association of Railroad Superintendents held in the Hotel Iroquois, Buffalo, New York, Thursday, September 21st, 1893, at 8:30 p. m. President C. A. Brunn presided, and the following members were present: C. A. Brunn, C. T. Dabney, John C. McKenna, G. A. Thompson, A. W. Johnston, J. H. Barrett, E. F. Knibloe.

The secretary read the minutes of the meeting held in June, there having been no meetings during July and August. Mr. Knibloe said the remark made by Mr. Barrett, and incorporated in the minutes, that the Erie frog was rather primitive, was not intended to mean just what it read.

Mr. Thompson.—I move that the remark be stricken out of the minutes, as it does not express the meaning of Mr. Barrett.

Seconded and carried.

Mr. Knibloe.—I move the minutes as now amended be adopted.

Seconded and carried.

Secretary read letter from Mr. Rossiter, in which he proposed as new members Mr. E. G. Russell, superintendent R. W. & O. R. R., and Mr. C. A. Beach, assistant superintendent, N. Y. C. & H. R. R. R. Mr. Dabney proposed Mr. J. P. Heindell, acting superintendent, W. N. Y. & P. R. R.

The secretary read letters of the Excursion Committee, thanking the New York Central Railroad, the Niagara Navigation Company and the Citizens' Committee of Toronto for courtesies in connection with the annual excursion.

On motion of Mr. Dabney, the action of the president and the Excursion Committee in acknowledging the courtesies was approved.

Letters from Messrs. Niles, Price and Watson were read, which expressed their regrets for being unable to attend this meeting. Also letter from the publisher of THE STATION AGENT, in which the association were offered the privilege of using that paper's columns for such information and discussions as the association might wish to publish.

Mr. Barrett.—It seems to me it would be well to write the publisher, and say we would be glad to give him such information from time to time as we have to give out, and also advise him that all such matters are given to the columns of the Buffalo Courier, from which paper the items might be taken by him.



The secretary was directed to write the publisher accordingly.

Inasmuch as both Mr. Niles and Mr. Rossiter have prepared papers to read before the association, on Railroad Crossings and Signals for their Protection, and as neither of the gentlemen were present, it was, on motion of Mr. Thompson, resolved that the subject be carried over to the next meeting.

The president remarked that owing to the excursion and other expenses the association had run into debt, and it had, therefore, been decided to assess the members \$4.00 each. Nearly all had responded, and the debt had been liquidated.

The secretary was requested to pay the Courier company their bill of \$12.00 for the printing of the first Constitution and By-laws in 1887.

Mr. Johnston moved the thanks of the association be extended the Excursion Committee for the complete and successful arrangements made for the annual excursion.

Seconded by Mr. McKenna and carried.

Mr. Knibloe.—I move the secretary be instructed to purchase a copy of Roberts' Rules of Order.

Seconded by Mr. Barrett and carried.

On motion, adjourned.

C. A. BRUNN, President.

W. W. HALSEY, Secretary.

#### Letters From I. A. T. A. Members.

Out of a mass of letters from members of the I. A. T. A. we give the following. (Names and addresses are omitted for reasons obvious):

*Mr. M. G. Carrel, Cleveland, O.:*

DEAR SIR AND FRIEND.—I am in receipt of the July STATION AGENT and note with regret the action of the Executive Committee of I. A. T. A. in refusing to make new contract with THE STATION AGENT. To my mind THE STATION AGENT is too thoroughly identified with the success of the I. A. T. A. for them to give it up. Our friend Wright has done too much for I. A. T. A. to be treated thus, and I doubt the propriety of the Executive Committee acting on the question. I think a "one year" contract should have been made, and the question settled by a general vote at the next meeting. The question should at least have been put to the members through THE STATION AGENT. I had hoped when I learned of your connection with THE STATION AGENT, that I should again see you at the I. A. T. A. meetings. \* \* \* I believe that should you again connect yourself with the I. A. T. A. that you would be elected secretary, for with all due respect for Mr. Cadwallader as a gentleman, I do not think he has given the service expected of him. One thing I have noticed particularly, is his failure to address members through STATION AGENT. I have complete file of STA-

TION AGENT since Florida meeting, and in most any one of the papers you had more to say than Mr. Cadwallader has said in all of the papers combined since he has been secretary. And again, I don't believe that an assistant ticket agent is a proper person for secretary for the representative body of ticket agents of the world.

I hope you will continue THE STATION AGENT to my address. I don't know exactly how long my present subscription (through membership in I. A. T. A.) runs, but if it is in arrears or does not run longer than the present number, notify me and I will remit. With kind regards for both yourself and Wright, I am

*M. G. Carrel, Esq., Cleveland, O.:*

MY DEAR SIR.—I wish to express to you the pleasure I feel to again have you back with the International Association of Ticket Agents. You have done more for the association than any other one man in it, and I hope you may hereafter be continued with it to the end. I wish more of the ticket agents would contribute to THE STATION AGENT.

Yours truly,

*M. G. Carrel, Esq., Cleveland, O.:*

DEAR SIR AND FRIEND.—Glad to see you back again among the R. R. boys, or at least engaged in their cause. Hope to meet all members of our "Family," that is the I. A. T. A., at our next meeting.

Yours truly,

*M. G. Carrel, Esq., Cleveland, O.:*

DEAR CARREL.—I have been intending writing you some time to say that I was glad to see you on THE STATION AGENT force, and compliment Wright's good sense in getting you there; and now comes the news that a new organ is to be published and THE STATION AGENT is *non est* so far as I. A. T. A. is concerned. What in the world is the matter?

Did you and Wright get on and ride too high a horse for the powers that be, and thus brought down their wrath and indignation?

Or, have you chums been cornering too much gold, and in a measure responsible for our hard times?

Or, what ambitious spirit has cajoled the Executive Committee into the idea—"Let us have an exclusive organ?"

Come, now, and give me some inside facts, if they are to be retailed among the boys.

As I view the situation now, it appears to have been a mistake, and the I. A. T. A.'s future will unfold, very likely, a "tale of woe."

Regards to yourself and each member of your interesting family, and also to Wright.

Yours truly,

*M. G. Carrel:*

DEAR SIR AND FRIEND.—Please find herewith draft to your order, for balance of my subscription on STATION AGENT. I am in receipt of your circular and also in receipt of one from the Executive Committee of the I. A. T. A., announcing their purpose to try their hand with a paper of their own. But I shall not want to give up THE STATION



She—What strange weather we are having this summer. He—Yes, but, if you eemember, the summer of '50 was just such another. She—Sir!—*Pearson's Weekly*.

"Mr. Editor, I am told that you called me a swindler in a recent issue of your paper!"  
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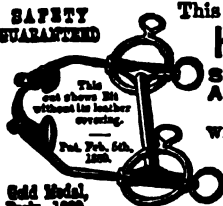
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**SAFETY  
GUARANTEED**



**Gold Medal,  
Paris, 1889.**

This Bit, by an automatic device, closes the horse's nostrils.

**HE CANNOT BREATHE, AND MUST STOP.**

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**ABSOLUTELY GUARANTEED WITH THIS BIT**

Any horse is liable to run, and should be driven with it. By its use ladies and children drive horses men could not hold with the old style bits.

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in subduing the most vicious horses and controlling the most stubborn pullers and chronic runaways.

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**DR. L. P. BRITT, 37 COLLEGE PLACE, NEW YORK.**







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Headquarters Grand Division, 445 Arcade Building, Cleveland, O.

### How to Join the R. A. A.

READERS of THE STATION AGENT who are not members of the Railway Agents' Association can make no better beginning of the new year than by joining this representative of the traffic earners of the railroad service. The platform of the R. A. A. will certainly commend itself to every agent. We quote from the constitution:

#### ARTICLE III.

"The Association shall seek to attain these objects, by the details of organization as hereinafter described, by correspondence and personal intercourse between members individually and through the columns of an official organ, by holding conventions of the Grand and State Divisions, by inviting the co-operation of railway officials, by not resorting to strikes as a means of settling differences between railway companies and employees, and by preventing as far as possible, teaching of students the art of telegraphy or station work of any kind, except to regular paid employees of the railway companies."

The objects and policy of the association are given in a pamphlet issued by the Grand Division and are as follows:

The Railway Agents' Association is an organization of traffic representatives of the railway service. It embraces in its ranks Agents of all classes, Bonded Cashiers and Chief Clerks. Its objects are as follows:

To increase the efficiency of the vast army of Agents.

To combat the hostile sentiment against railway interest in the public mind in many communities.

To impress upon railway managers the necessity of bringing the Agents under the direct control of the traffic department as far as possible.

To practically demonstrate the fact that the Freight and Ticket Agents, as the revenue earners of the railway service, are, or should be, the best and most intelligent class of men in the employ of the companies, and that the financial prosperity of a road depends on their efficiency, and thus to make agency work the best paid branch of the service.

To establish and operate a Guarantee Company.

To conduct an Employment Bureau for the benefit of our members.

To prevent the indiscriminate teaching of "students" in railroad telegraph offices.

To educate our members through our official paper and by meetings to a better understanding and appreciation of their duties as agents and railway employees.

To prove that the agents are above the necessity of resorting to the methods of radical labor organizations in the association representing their branch of the service.

It is taken for granted that every railroad man into whose hands this pamphlet may fall, and who is eligible for membership, has convinced himself that he ought to be a member of the Railway Agents' Association. The next question is, How shall I join and what is it necessary for me to do? These are inquiries that are easily answered. On this page will be found an application blank which should be filled out and sent to the Grand Secretary, R. W. Wright, 45 Sheriff street, Cleveland, O. The amount of the initiation fee is \$3, and the dues \$5 per year, or 42 cents per month, payable in advance. Dues may be paid either annually or semi-annually in advance. That is, a member may remit for the entire year or for six months. For instance, if application is



made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause.

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

#### Notice.

ALL communications for the official department of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself responsible only for such matter as may appear in our official department. While we have the utmost confidence in THE STATION AGENT, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by any affiliation with ours or any other organization.

#### A Letter and Its Answer.

THE following correspondence between a member of one of our western divisions and the Grand Division will be read with interest, and is given here as it may answer some of the objections which other members entertain in their own minds, but which they have not laid before the association. The first letter is to the president of the local division, and was by him referred to the Grand Division:

....., President.

DEAR SIR.—Referring to your communication of 15th relative to my name being on the list in arrears, will say I had about made up my mind to drop out. I have been a close reader of our journal—our official organ. The general run of its editorial sounds to me like it was more of an official organ for presidents and general passenger agents than local ticket agents,—I refer principally to the commission business. If you will look back, it has been dropped from the columns almost entirely. Another point, Mr. President, you will notice where the O. R. T. has a fight on hand with a road, that is the road that comes out in flying colors in the journal. Now, I do not belong to the O. R. T., but I do think, as far as possible, we should work with them, as to a great measure their interest is ours. I do not mean we should strike with them, but help them in every way we can in a conservative manner. I think my ideas will agree with a great many other agents that are in the same fix. However, I will remit to cover my arrears.

Yours,

CLEVELAND, O.

Mr. ....

DEAR SIR AND BROTHER,—President ..... of the ..... division, has referred to me your letter of June 20th. I am always glad to hear

#### RAILWAY AGENTS' ASSOCIATION. APPLICATION FOR MEMBERSHIP.

To Officers and Members of ..... Division:  
Having received a favorable impression of the Railway Agents' Association, and being eligible to membership therein, I hereby apply for membership, under the jurisdiction of your division, and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of said Association. I am at present employed by the ..... in the capacity of .....  
Company at .....

Enclosed Fees,	\$	Name	Post Office	State
Dues,				
Total,				

We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.



# SMOKE THE BEST.

RAILROAD MEN WANT GOOD CIGARS, BUT CAN'T  
ALWAYS BE SURE OF GETTING THEM.

To meet this demand we have placed on the Market a High Grade  
of Cigars for Railroad Men's Trade.

THE NEXT TIME  
YOU BUY ...  
ASK FOR

*The Station Agent*  
**CIGAR,**

FOR SALE BY  
Dealers Throughout the Country.

"WHAT'S IN A NAME."

Here it means a Cigar that is endorsed by the publishers of  
this paper and by railroad men generally.

## OUR BOX PRICES ARE:

25 Box,	.....	\$2 00
50 Box,	.....	8 50
100 Box,	.....	6 25

If your dealer does not keep them send five two-cent stamps to us for a sample.

**COLLINS & BURKLIN,** MANUFACTURERS,

477 SUPERIOR ST.,

CLEVELAND, O.



# HENRY HERRMANN

Manufacturer of all kinds of

## • • Artificial Limbs and Arms. • •

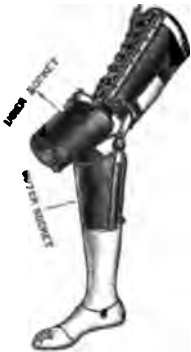
Mechanical Treatment,  
Deformities and Ruptures,  
Spinal Curvature,  
Spinal Appliance,  
Abdominal Supporters,

Elastic Stockings,  
Leg Brace,  
Patent Club Foot Shoe,  
Herrmann's Truss.

Thirty-five years' experience. Authorized by the Government under bond.

605-607 MAIN STREET,

BUFFALO, N. Y.



## ARTIFICIAL LIMBS,

PATENT ADJUSTABLE SLIP SOCKET.

WARRANTED NOT TO CHAFE THE STUMP

LARGEST FIRM (excepting one) IN THE WORLD.

The Inner Socket, seen outside the limb in cut, is made upon a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket as is the case in all single and wooden socket limbs. With our SLIP SOCKET the most tender and sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by U. S. Government. Send for our new 1893 Catalogue.

THE WINKLEY ARTIFICIAL LIMB CO.,

ROOM No. 20. PALACE BUILDING,

MINNEAPOLIS, MINN.

Wiley is not in the Combination. Patent Gold Pens in Patent Pearl Slab Desk and Slide Holders, White and Green Same Price. No. 1, \$2.50; No. 2, \$2.75; No. 3, \$3.00; No. 4, \$3.75; No. 5, \$4.00; No. 6, \$4.40; No. 7, \$5.00. Patent Union Gold Pens, Nos. from 5 to 11, 75c to \$4.50 each.



If your Stationer or Jeweler does not sell them, or any other Pens, Holders, Pencils, etc., send Post Office Order and we will send to any address.  
EDWIN C. WILEY, 98-100-102 Nassau St., N. Y.

**McGILL'S PATENT Fasteners &c.**

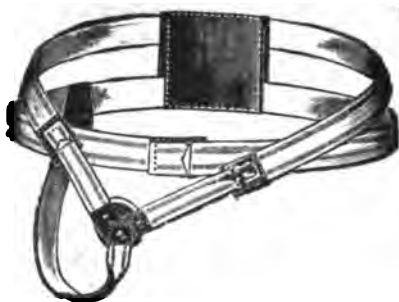
FOR FASTENING PAPERS, SAMPLING DRY GOODS  
AND FOR LIGHT BINDING OF ALL KINDS  
C. PRICE TICKETING CLOTHINGS &c.  
OVER ONE HUNDRED VARIETIES AND SIZES  
MANUFACTURED BY  
**HOLMES, BOOTH & HAYDEN S.**  
FACTORIES WATERBURY CONN.  
25 Park Place and 22 Murray Street, New York.

## ARTIFICIAL LIMBS Unequalled for Durability and Natural Action.

Recommended by Surgeons and our many patrons, some of whom have worn them since 1850. Medals received at London, Paris, Philadelphia. Limbs furnished to soldiers and sailors on government order.

**B. GILDERSLEEVE,** Successor to **HENRY W. SHAW,** 629 SIXTH AVE., NEW YORK CITY.  
Agents in Eastern and Middle States save time by ordering from me.





## Trusses for Railroad Men.

Before ordering elsewhere send to **BATY**  
for circular and prices.

The Leading Dealer and Manufacturer in Wisconsin.  
Also Best Quality



**ARTIFICIAL LIMBS,  
APPARATUS WORK,  
BRACES, ETC.**

Authorized Manufacturer for U. S. Government.

# ROBERT BATY,

134 and 136 Grand Avenue,  
MILWAUKEE, WIS.



Our Price,  
**\$14.50**  
Regular Price,  
**\$38.00**

## It Costs NOTHING

WE SEND THESE GOLD WATCHES FREE by Express. You pay nothing until after examination. It is our intention to introduce these watches in every state. In order to accomplish this we offer you this Ladies' or Gents' Gold Watch for \$14.50—regular retail price, \$38.00. These cases are made of two plates of solid gold, so thick that they will last for years; between these plates is a very thin, stiff sheet of composition metal, the purpose of which is to protect the works from damage when pressed or struck (a feature that saves many a bill of repairs), and is accompanied by a special guarantee certificate from the Elgin Co. that they will wear **TWENTY YEARS**. The movement is a genuine Waltham, Hampden, Engle, or Springfield, as you may select, are elegantly jeweled with fine genuine rubies, have the celebrated compensation balance, safety pinion, hardened hair-spring, stem wind and set; warranted perfect timekeepers. Watches of this make are never advertised outside the show windows of fashionable jewelry stores. If you order in good faith, cut this out and forward to us, and we will send you the watch by express without the payment of a single cent, so you can examine it thoroughly, and if not as represented you refuse to take it; otherwise pay the express company \$14.50 and the watch is yours. Or, if you will send us 50 cents with your order to pay express charges, we will present you **FREE** with each watch—no charge—a **SOLID GOLD**, filled chain (not plated), with a special certificate from the manufacturers guaranteeing them. These chains must not be classed with the cheap plated—they are solid gold filled and could not be duplicated for less than \$3.50 each at any retail store on earth. This is our method of selling goods, instead of paying high-priced salesmen to give you the benefit of the expense, by selling you the best watches so cheap that you cannot afford to pass the chance of obtaining one. We are sure that the same will so please you that the mere showing of the watch to others will create a demand for our goods. These watches are genuine American and there are no better made, and must not be confounded with the cheap imported advertised so extensively. In ordering, be sure to state whether ladies' or gents' is desired. Raymond, Bunn and 17 Jewel adjusted Hampden in same case for \$24.00, including chain, on same terms as above.

**BERNHARD MEUSER, 93 and 95 Fifth Avenue, Chicago.**

In regard to our responsibility we refer you to any Bank or Daily Paper in Chicago.

## WEAK-MAN Cure Yourself

**IN FIFTEEN DAYS,**  
I will send **FREE** to any man the prescription of a new and positive remedy to enlarge small weak organs, and sure cure for all weakness in young or old men. Cures cases of Lost Manhood, Emissions and Varicocele in 15 days; disease never returns. Correspondence private, all letters sent in plain sealed envelope. Address T. C. Barnes, News Dealer, Marshall, Mich.



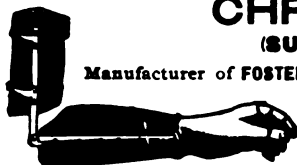
## WOLFRAM TRIUMPH GUITAR,

With Pat. Metal Fingerboard.  
**TONE LIKE A HARP.**  
Where we have no Agent a sample \$25 Guitar for \$15, sent on approval.  
T. WOLFRAM Co., Columbus, Ohio.  
Send stamp for Catalogue.

## CHRISTIAN BAUMANN,

(SUCCESSOR TO JAMES A. FOSTER.)

Manufacturer of **FOSTER'S PATENT ARTIFICIAL LIMBS**, Chopart's Apparatus, Supporters and Apparatuses for all kinds of Deformities, Crutches, Elastic Stockings, Suspensory Bandages, Shoulder Braces and Metallic Furnishings for Artificial Limbs.



31 GRAND RIVER AVE., DETROIT, MICH.





ESTABLISHED HALF A CENTURY.



JOHN HOLLAND'S PERFECTION FOUNTAIN PEN is absolutely the best. It is reliable and durable. If not sold by your stationer or jeweler send for price list to the JOHN HOLLAND GOLD PEN CO., 19 W. 4th Street, Cincinnati. Manufacturers of Gold Pens, Pen Holders, Pencils, Etc.

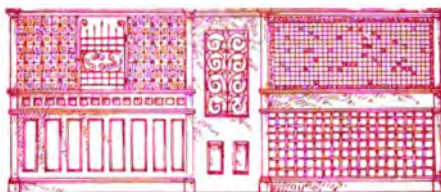
## Iron Fence.

Fire Escapes, Stable Fixtures,

Elevator Enclosures, Window

Guards, Bank Railings, Wire Office

Railings, Sidewalk Grates and Lights, Architectural Iron Work, Brass Railings, Truss Rods, etc.



ESTIMATES PROMPTLY FURNISHED. WRITE FOR CATALOGUE.

## The Forest City Wire & Iron Company,

Ramsey St. and L. S. & M. S. R'y, Cleveland, O.



Rapid Roller Copier.

NEW IMPROVED

Rapid . . .  
Roller Copier.

The copies are instantaneous,  
uniform, perfect.

IN CONNECTION . . .

WITH THE  
**SHANNON**

Letter and Bill Filing Cabinet it  
affords the most perfect system  
for Filing together Letters and  
Copies of Answers.  
Send for special circulars of  
these and our other Labor-saving  
Devices for mercantile and  
public offices.

Office  
Specialty  
M'fg Co.

ROCHESTER, N. Y.

## The Clark-Britton Printing Co.,



RAILROAD PRINTERS,

AND

BLANK BOOK MAKERS.

. . . Artistic Railroad Folders and . . .  
. . . Time Tables a Specialty. . . .

45-47-49 Sheriff Street, . . . . .  
CLEVELAND, O.

## CLEVELAND IRON ORE PAINT COMPANY.

• MANUFACTURERS OF

### PURE IRON ORE PAINTS.

ROSSIE RED, BROWN and PURPLE, DRY, GROUND IN OIL and  
READY MIXED. Made from the PUREST MATERIAL and are far su-  
perior to any in the market for FINENESS, uniformity and durability.

ALSO MANUFACTURERS OF

### GRAPHITE PAINT.

*Dry, Ready Mixed for Use and Paste Form. Dark Slate and Brown Color.*

Graphite is recommended particularly for covering iron and steel roofing and siding,  
smoke stacks, locomotive boilers, bridges, fences, wood and iron vessels and all kinds of wood  
and iron construction work. Graphite being a form of carbon cannot be affected by acid, alkali,  
steam or gas. All our paints guaranteed to be first-class. Our paints are used by nearly all  
the railroads and car builders of the country. Prices and samples furnished upon application.

Office 154 Merwin St., Cleveland, O.

In writing for prices mention  
THE STATION AGENT.

**ESTERBROOK'S**  
CELEBRATED  
**STEEL PENS,**  
For Sale by  
**ALL STATIONERS.**

# PENS

LEADING NUMBERS:

048, 14, 130, 333, 161.

*Pens for all Purposes.*

The Esterbrook Steel Pen Co.

28 John Street, New York.



I am much pleased at the very decided stand you take in regard to keeping your organization free from what is known as so-called labor organizations, which I think would only be detrimental to the interests of your organization as a whole.

I thank you for having placed my name on the complimentary mailing list of the STATION AGENT, and will be pleased at any time to give my advice or criticism on the policy of your organization, should the same be called to my attention.

I have looked over your pamphlet which sets forth the objects and policy of your organization and see nothing therein to excite adverse criticism.

Yours truly,  
S. K. HOOPER, G. P. & T. A.

Great Northern Ry.,  
Gen. Pass. Agts. Office,  
MINNEAPOLIS, MINN., Oct. 6, '93.

MY DEAR MR. WRIGHT,

Your favor of 11th inst., duly received. Having been one of the "boys" I am heartily in sympathy with the object of your association, and whatever I can contribute to its success, you can confidently count on me. Accept my thanks for your kindness in remembering me.

Yours truly,  
F. I. WHITNEY, G. P. & T. A.

Fitchburg R. R. Co.,  
Office Gen. Pass. Agt.  
BOSTON, August 30, '93.

MR. R. W. WRIGHT,

Your favor of the 8th inst., enclosing membership certificate to Railway Agents' Association, and card duly received. Please accept my thanks for your courtesy. I hope at an early date to write you fully in regard to my opinion of your association, which I believe to be a worthy one in every respect, but I will try to cover the ground in a satisfactory way.

Yours truly,  
J. R. WATSON, G. P. A.

Lake Erie & Western Railroad Co.,  
Office Gen. Pass. Agt.,  
INDIANAPOLIS, IND., Oct. 7, '93.

MR. R. W. WRIGHT,

Grand Sec'y R. A. A., Cleveland, O.

DEAR SIR:—I beg to acknowledge receipt of your very kind favor of Sept. 11th, enclosing complimentary membership in your association for which I desire to extend to your association through you, my sincere thanks and appreciation for this compliment. Wishing the association and all its members continued success and prosperity, and assuring you that I will be very glad indeed to lend any assistance in my power I am,

Your respectfully,  
C. F. DALY, G. P. A.

Central Vermont R. R.,  
Gen. Pass. Department,  
ST. ALBAN, VT., Aug. 30th, '93.

MR. R. W. WRIGHT,

I beg to acknowledge receipt of your valued favor of the 8th inst., enclosing certificate of honorary membership in your association,

with card, and for your great courtesy please accept my sincere thanks. The members of your association hold and will retain a very close place in my affections. With warmest wishes for future success, individually, and as an organization, I remain,

Very truly yours,  
S. W. CUMMINGS, G. P. A.

Boston & Maine R. R.,  
BOSTON, MASS., Aug. 30th, '93.

MR. R. W. WRIGHT,

Your esteemed favor of the 29th inst., is at hand, and contents have been carefully noted. Permit me to quote from your letter. We take pleasure therefore in enclosing you herewith an honorary membership in the Railway Agents' Association, and our traveling card for the current half year, and trust that you will not consider that such limited affiliation with our association is in the least inconsistent with your position as an official."

Thirty years ago I commenced the railroad business as clerk in a freight and passenger office; shortly thereafter I was promoted as station agent. Since then I have passed from the various grades to my present position, but I assure you since the time I was advanced to the position of station agent to the present moment, I have always used every endeavor to keep in the closest possible touch not only with the subordinates connected with our system, but with all good men in any way associated with the railway interests of the country. I have not yet read the pamphlet which sets forth the objects and policy of your organization, but propose to do so right away, and I beg to assure you that I shall be delighted to co-operate with your honorable body at all times.

Very truly yours,  
W. F. BERRY, G. T. M.

#### Local Division Personals.

TEXAS DIVISION.—As my feeble effort heretofore escaped the waste basket, I will endeavor to give you a few H. & T. C. notes. Brother Leach, of Allen, had a trip to the Cherokee strip opening to take up a claim a few weeks ago. It appears railroad life is too monotonous for Brother Leach, and he wants to try farming a while. Brother Rumpfelt was attending court four days the first of the month in the interest of the company, and Brother J. R. Moore tapped the bell during his absence. At last the financial cyclone struck our genial superintendent's office, and such a mess of rubbish you never saw. The "Jo" office was completely gutted, and the "J" office only escaped after a lively tussel, but everything is beginning to take on its former shape. From the I. & G. N. comes the following news:

J. W. Lewis, agent at Willis, who was relieving S. H. Frieze, local freight agent at New Braunfels, has been returned to Willis. W. A.





VOL. X.

NOVEMBER, 1893.

No. 3.



# Of Special Interest To Railroad Men.

If you are thinking of buying a PIANO  
we would respectfully call your  
attention to the

## Matchless Shaw,

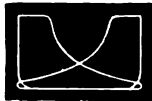
Which is causing so much comment among musicians and the Music Trade.

It is Absolutely the most perfect Piano in the World  
IN . . . . .

## TONE, TOUCH AND FINISH.

We are offering special inducements to Railroad Men. ARE YOU OPEN TO  
CONVICTION? If so, write us.

**Shaw Piano Co.,** Manufacturers,  
ERIE, PENNA.



**MAKE YOUR-SELF A Mechanical Engineer or Draughtsman;** or qualify  
charge of, or to superintend the manufacture of machinery by devoting your idle  
hours to **Home Study** by the method of **THE CORRESPONDENCE**  
**SCHOOL OF MECHANICS, Scranton, Pa.** To begin, students need  
only know how to read and write. Moderate Charges. Send for **FREE Circular.**

JUST  
THE PEN FOR  
RAILROAD  
MEN.

*Smoother than gold  
More durable than pure steel*



For sale by all stationers, or send direct to  
manufacturers for prices.

**Tadella Pen Co.,**  
74 5th Ave., New York City.



*Rapid Roller Copier.*

NEW IMPROVED  
**Rapid . . . . .  
Roller Copier.**

The copies are instantaneous,  
uniform, perfect.

IN CONNECTION . . .  
WITH THE  
**SHANNON**

Letter and Bill Filing Cabinet it  
affords the most perfect system  
for Filing together Letters and  
Copies of Answers.  
Send for special circulars of  
these and our other Labor-saving  
Devices for mercantile and  
public offices.

Office  
Specialty  
M'f'g Co.  
ROCHESTER, N. Y.



**WM. T. SIMPSON**  
ONLY SUCCESSOR TO JAMES  
A. FOSTER in Michigan.  
Manufacturer of Foster's Patent  
→ UNION ←  
**ARTIFICIAL  
LIMBS.**  
Officers and Soldiers supplied  
on Government Account  
112-114 Bates St.,  
COR. CONGRESS ST.  
DETROIT, MICH.  
State If Leg or Arm Is Wanted  
Illustrated Descriptive Catalogue sent free on  
application.  
(Mention this paper.)



The train left Adrian for Toledo at 7 P. M., and worked its way along over the ice-covered track until we got out of wood and water, when we picked up sticks in the woods and replenished the fire, and with pails dipped up water from the ditches and fed the boiler, and made another run toward Toledo. Passing Sylvania we got the train to a point four miles from Toledo, when, being again out of steam, wood and water, we came to the conclusion that it would be easier to foot it the rest of the way, than to try to get the train along any farther. So we left the locomotive and cars standing on the track, and walked into the city, reaching here about 2:30 A. M. I was rather lame and sore from contact with the "snake-head," but gratified that we were enjoying the "modern improvement"—railway travel.

M. BRIGHAM.

Toledo, January 13, 1882.

The advertisement of the road was as follows:

Toledo to Adrian—33 miles—and return the same day!  
TO EMIGRANTS AND TRAVELERS.

The Erie and Kalamazoo Railroad is now in full operation between

#### TOLEDO AND ADRIAN!

During the ensuing season trains of cars will run daily to Adrian, there connecting with a line of Stages for the West, Michigan City, Chicago and Wisconsin Territory.

Emigrants and others destined for Indiana, Illinois and the Western part of Michigan

*Will Save Two Days*

and the corresponding expense, by taking this route in preference to the more lengthened, tedious and expensive route heretofore traveled.

All baggage at the risk of the owners.

EDWARD BISSELL, } Commissioners  
W. F. DANIELS, } E. & K. R. R.  
GEORGE CRANE, } Co.

A. HUGHES, Superintendent Western Stage Company.

This little road had a "soft thing" for two or three years, and earned 15 to 20 per cent. upon its moderate cost, \$257,659, or \$7,308 per mile.

The road earned in 1837.....\$55,821  
Expenses 25 per cent..... 14,181

Net.....\$41,640

By the construction by the State of Michigan of the rival road, the Michigan Southern, and a division of the business, the Erie & Kalamazoo was bankrupted—thrown into a receiver's hands, and finally reorganized and leased to its hated rival in 1849.

Competition and human nature fifty years ago were very much the same as to-day, as illustrated by the following copy of a little hand bill issued in 1842, when the fight between the two roads was very bitter. The drive about accidents, printed in italics, was a little personal, as the man who made up the entire congregation of a church on a rainy Sunday, said about the sermon. "Other roads" meant, of course, the Erie & Kalamazoo.

1842.

## SEASON ARRANGEMENTS.

### MICHIGAN SOUTHERN RAILROAD, FROM MONROE TO ADRIAN.

*The most direct, expeditious and Safest Route.*

The public are respectfully notified that the SOUTHERN RAILROAD is now in complete operation from Monroe to Adrian; and being well furnished with Locomotives, Passenger and Freight Cars, will transport Freight and Passengers *safer, cheaper and more expeditiously* than any other road in competition.

This road was built by the State of Michigan, at an expense of

Four hundred thousand dollars

and in its construction is not surpassed by any in the United States.

#### PASSENGERS

Going to Illinois, Indiana, Wisconsin, Iowa and Western, Southern, or Central parts of Michigan, will preceive, by referring to the Map, that no *Public thoroughfare* is so direct for them as the

### SOUTHERN RAILROAD.

*Great care is taken in keeping this Road in good repair, thereby avoiding accidents similar to those occurring upon other roads almost daily, jeopardizing "life and limb."*

## STEAMBOATS

Are running from MONROE TO BUFFALO in connection with the Cars upon this Road.

STAGES, CARRIAGES, WAGONS, ETC.

Are always in attendance to convey Goods and Passengers to any direction from Adrian.

*Passengers passing over this Road will be met at the boats by Railroad Cars, and conveyed to the Depot, and from the Depot to the Boats without charge.*

Cars leave Monroe daily for Adrian, Sundays excepted, at 8 o'clock A. M. and leave Adrian for Monroe at 2 o'clock P. M. Running time 2½ hours.

The public may rely upon statements here made, and their patronage is respectfully solicited.

**J. H. CLEVELAND,**

July, 1842.

Superintendent S. R. R.

Rob't D. Foy, Printer, 159 Main st., Buffalo.



## Interstate Commerce Commission.

ABSTRACT OF STATISTICS OF RAILWAYS IN  
THE UNITED STATES FOR THE YEAR  
ENDING JUNE 30, 1892.

WASHINGTON, Sept. 25, 1893.

THE Fifth Statistical Report of the Interstate Commerce Commission, prepared by its statistician, being the complete report for the above-named period, for which a preliminary income account was issued in December, 1892, has just been submitted, of which the following is an abstract:

## MILEAGE.

The total railway mileage of the country on June 30, 1892, was 171,563.52 miles, being an increase during the year of 3,160.78 miles. This is the smallest increase in railway mileage reported for a number of years. The only groups of railways which show an increase in railway mileage in 1892 greater than the increase in 1891 are Groups I and VI, that is to say, the railways lying in the New England States and in the territory east of the Missouri River and west of Michigan and Indiana; but this is due to the fact that the increase in 1891 was abnormally small. The State of North Carolina leads in railway construction, showing an increase of 212.92 miles. The only other states which show an increase in excess of 150 miles are Louisiana, Michigan, Ohio, Pennsylvania and Wisconsin.

## CLASSIFICATION OF RAILWAYS.

The total number of railway corporations on June 30, 1892, was 1,822, being a net increase of thirty-seven during the year. Of this number 899 maintained independent operating accounts, and 712 were independent operating companies. Of the 761 subsidiary companies 320 were leased for a fixed money rental and 186 for a contingent money rental, the remainder being operated under some form of traffic agreement not easily subjected to classification. There have been fewer changes in the organization of railways during the year ending June 30, 1892, than during any previous year. During the year 9 roads were abandoned; 19 were merged into larger corporations; 17 were reorganized, and 16 were consolidated. The classification of railways according to length of line operated shows that there are 43 companies in the United States having a mileage in excess of 1,000 miles, 24 companies operating a mileage between 600 and 1,000 miles, 24 companies

operating a mileage between 400 and 600 miles, 40 companies operating a mileage between 250 and 400 miles, and 871 companies operating a mileage under 250 miles. The total mileage controlled by the 43 railways operating over 1,000 miles was 99,231.74 miles, being 57.86 per cent. of total mileage. The railways which during the year were added to the class of railways operating a mileage in excess of 1,000 miles are the Philadelphia & Reading railroad, the Atlantic Coast Line Association, and the Union Pacific, Denver & Gulf Railway. The Lehigh Valley railroad, having been leased to the Philadelphia & Reading Railroad Company during the year, was dropped out of this class. The roads added to the list of railways operating a mileage of 600 miles and less than 1,000 miles are the Old Colony, and the Philadelphia, Wilmington & Baltimore railroads.

## EQUIPMENT.

The total number of locomotives on June 30, 1892, was 33,136. Of these 8,848 were passenger locomotives, 17,559 locomotives were assigned to the freight service, 4,355 were switch locomotives, and 2,374 were unclassified and leased. The increase in passenger locomotives during the year has been 130, and of freight locomotives 680. The total number of cars reported by carriers as their property was 1,215,092. Of these 966,998 were in the freight service, 36,901 were assigned to the company's service, and 35,978 were assigned to fast freight line service. In addition to the above cars owned, the companies report 146,339 cars leased. It should, however, be remembered that these figures are exclusive of cars owned by private companies and leased to shippers for the purpose of transportation. The average number of locomotives per 100 miles of line is 20; the average number of passenger cars per 100 miles of line is 18; the average number of cars used in the freight service per 100 miles of line is 708. These figures show a decided increase in density of rolling stock over the previous year. The number of passengers carried per passenger locomotive was 63,399, and passenger mileage per passenger locomotive was 1,510,273. The number of freight cars per 1,000,000 tons of freight was 1,627. This is a decrease of 39 as compared with the previous year. There has been an increase during the year in the number of locomotives and cars fitted with automatic couplers and train brakes. The report shows a total increase in equipment of 27,139, and an increase in equipment fitted with train brakes of 68,537, and an increase in equipment fitted with automatic couplers of 75,299.



## Study up California.

Every Ticket Agent should be thoroughly informed in regard to California Business at this time of year. **NO TICKET AGENT** is well informed unless he knows **THE ADVANTAGES** of the **ROCK ISLAND ROUTE**, and sends his friends via the **C. R. I. & P.**

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#### "Cleveland & Pittsburg Short Line."

Best, Shortest, Quickest and most Picturesque Route via Pittsburg, to Washington, Baltimore, Cumberland and all points in the South East.

**20** Twenty miles shortest line between Cleveland and Pittsburg.

**P**erhaps you ne'er have traveled yet,  
**&** know not best what things to see;  
**L**ist then to me—your friend well met.  
**E**'er now you start—Go P. & L. E.

When you travel be sure and ask for ticket by this, the People's Favorite Line.

**G. M. BEACH,**  
Gen'l Supt.

### NICKEL RATE.

The New York, Chicago & St. Louis R.R.

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#### SUPERB DINING CARS

... BETWEEN ...

Chicago, Buffalo,

New York and Boston.

**A. W. JOHNSTON,**  
Gen'l Supt.

**B. F. HORNER,**  
Gen'l Pass. Agt.

CLEVELAND, O.



jured for each 29 men in the employ of the railways. A similar comparison shows 1 passenger killed for each 1,491,910 passengers carried or for each 35,545,282 passenger miles, and 1 passenger injured for each 173,833 passengers carried or each 4,140,966 passenger miles. The largest number of casualties to employees resulted from coupling and uncoupling cars, 378 employees having been killed and 10,319 injured while rendering this service. Of the total number killed in coupling and uncoupling cars 253, and of the total number injured 7,766 were trainmen. The accidents classed as "falling from cars" were in this year as in previous years responsible for the largest number of deaths among employees, the number killed in this manner being 611. Of this number 485 were trainmen. Collisions and derailments were responsible for the death of 431 employees. Of this number 336 were trainmen. This class of accidents is responsible also for the largest number of casualties to passengers. Thus 177 passengers were killed and 1,539 were injured by collisions and derailments during the year. Collisions alone were responsible for the death of 286 employees and 136 passengers.

#### CONCLUSION.

The purely statistical portion of the report was followed by a review of the Statistical Division of the Interstate Commerce Commission since 1887. The chief effort of the division has been directed toward the establishment of uniformity in the form of reports from carriers demanded by the various railway commissions of the country, and in the method of accounting by railways. Certain difficulties in compiling an accurate and comprehensive statement of interior transportation were pointed out and the report concluded with the recommendation that provision be made for a Bureau of Statistics and Accounts, which should have under its supervision the method of accounting by common carriers. It was argued that such a bureau would assist in the execution of the Interstate Commerce law by creating those conditions under which the law would act automatically, and that a body imposed with the duty of judging of the justice or injustice of rates must have at its command complete and trustworthy statistics of transportation. It was further recommended that the express companies, corporations owning depot property, elevators, and the like, used by carriers for interstate traffic, and carriers by water, so far as they engage in interstate traffic, should all be required to make reports to the Interstate Commerce Commission.

#### Twin City Correspondence.

IN the Twin Cities railroad traffic has been considerably better for the past month. While the chief activity has been in the passenger departments, freights have looked up decidedly, and there is a general better feeling among all concerned. After the Fair passengers will probably be hard to find, but we all hope to see the good old times back again another spring.

R. W. Bryan and O. O. Winters have been appointed assistant general superintendent and division superintendent, respectively, of the Great Northern. Both appointments are in line of promotion and well deserved.

September 25th last Judge Jenkins of Milwaukee ordered the Northern Pacific lease of the Wisconsin Central canceled because of non-payment of interest, and for the good of both corporations. Subsequently H. F. Whitcomb and Howard Morris were appointed receivers of the Central, it being thought best to restore the line to its former standing through the hands of the court.

The Wisconsin Central will in the future act altogether independently of the Northern Pacific, and with that end in view is already establishing ticket and freight offices at the various points where its business has heretofore been done in conjunction with the Northern Pacific.

October 21st inst. the through Northern Pacific car service over the Wisconsin Central will be discontinued, and the latter will then stand on an equal footing with the Chicago-St. Paul lines as regards N. P. business.

The extension of the Great Northern to Yankton, S. D., is now completed and ready for traffic.

F. A. Green, formerly passenger agent for the Northern Pacific at Duluth, receives the appointment of city ticket and passenger agent, Wisconsin Central, at St. Paul. Herman Brown, of the Canadian Pacific, will be his assistant in the office, and Harry Miner on the street.

F. E. Donovan, now of the N. P. city ticket force at Minneapolis, goes to Duluth as city ticket agent of the N. P.

B. A. Russell, of the N. P. office, Minneapolis, receives the appointment of city ticket and passenger agent, Wisconsin Central Line, Minneapolis. Mr. J. A. Bennett goes on the street for him.

The through service over the "Soo-Pacific" Line to the coast opened for business September 25th. It promises to be a strong coast line from the northwest.



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## WEST OF PITTSBURGH. THE ADVANTAGES THESE LINES

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**PASSENGERS ARE PLEASED** by the First-Class Service, which includes Pullman Vestibule Dining, Sleeping and Parlor Cars of the latest design, and Modern Day Coaches. Vestibule trains over the Pennsylvania Lines run between Chicago and New York and between St. Louis and New York without change. Five through trains leave Chicago daily for the East and a similar service is in effect from East to West. Between Chicago and Louisville and Cincinnati there is a double daily train service both ways, and to Pittsburgh, Cleveland, Toledo, Erie, Columbus, Indianapolis, Ft. Wayne, Dayton, Springfield, Wheeling, and intermediate points, the service is all that can be desired. Detailed information will be cheerfully and promptly furnished, upon application, by either of the following representatives:

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General Passenger Agent, PITTSBURGH, PENNA.

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Chief Assistant General Passenger Agent, Pittsburgh, Pa.



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**St. Louis, Indianapolis, Cincinnati and New York and Boston**

Is the finest train in America, and provides the best and quickest service ever offered between the east and the west, landing passengers in the heart of New York City without ferry transfer.

Elegant through sleeping cars to Boston are also run over this system.

In going west from New York, Boston and all eastern cities, to Columbus, Cincinnati, Indianapolis, St. Louis and all points in the west, south and southwest, this line has no equal in the way of equipment, quick time and reliable service, with through sleeping cars from New York and Boston to Cincinnati, Indianapolis and St. Louis.

All through trains are vestibuled and equipped with an elegant dining car service.

Be sure your ticket reads via the **BIG FOUR ROUTE**.

**OSCAR G. MURRAY,**

Traffic Manager.

CINCINNATI, OHIO.

**D. B. MARTIN,**

Gen. Pass. Agent.



such oppression. Indeed they have not, and it was to mark this very contrast that I have emphasized the conditions through which the workingman has had to pass in Europe. If ever there was a country in which the sons of toil have enjoyed the fruits of their labor unrestricted by any law that did not bear with equal force upon their fellow citizens, it is this country of ours. In fact, I will say that there has never been such another. And therefore, when we come to discussing the relations of the employer and the employed, of the man who works and of the man who pays him—we have not to overcome or to forget the prejudices, the passions, the bitter recollections of centuries of oppression resented by violence, which complicate and embarrass the adjustment of such relations across the ocean. We have here to look upon it as but a business issue between men who are by birth and by law the equals of each other in all respects so far as they are alike honest and disposed to deal fairly. Even in the matter of compensation for service performed there is no further obligation than on the one hand to do that which was to be done, and on the other to pay that which was to be paid. When these two things have been fairly accomplished the reciprocal obligation has been discharged, and there is no favor on either side. This is the underlying relation of labor and capital in this country, of the employer and the employee, and it seems so simple where it is not mixed up with Old World prejudices and memories, that one is inclined to wonder why there should be so much difficulty in adjusting so simple a matter; why it has come to the front as one of the spectres at the banquet which will not down at any one's bidding. The difficulty arises in adjusting the terms and conditions upon which the service is to be performed. When differences arose as to these matters, they at first assumed the form of mutterings of dissatisfaction on the part of the employee which were disregarded by the employer. Then the mutterers joined in a chorus which found full voice in a committee specially chosen to appeal to the employer. Here the employer threw the first stone. He resented the attempt to unite in complaint by discharging the leaders; the strongest or the loudest, at any rate the foremost among the workmen. What was left to them but to prolong, to intensify, the agitation for self-protection and to retort upon the aggressive employer by organizing a strike. The strike was answered by a lockout, and the response was a boycott. These efforts at organization among workmen were temporary and disorderly. As

passions were aroused by opposition, the leaders lost control, the outside mob took charge of the situation, which passed from a dispute into a riot. At this point when public quiet was disturbed, the representatives of public order interfered and peace was enforced.

It is to the credit of the leaders of the better paid trades that they soon recognized the folly of such a course and directed themselves to organizing permanent associations, efficiently regulated and controlled and prepared for strikes by accumulated assessments. For after they were thus organized they were able to oppose an orderly refusal to work to the refusal on the part of the employer to yield to their terms. A strike under such conditions was not a breach of the peace, and the strong arm of the law could not be wielded against their cause. The only alternative was a lockout, and the pitched battle was superseded by the blockade. This gave time for heated passions to cool and reason to resume its sway. Hence violent measures were replaced by discussions in which the arguments on each side could be heard by the other and a foundation laid for a compromise. A point had been reached in the adjustment of the relations between the employee and the employer at which the terms and conditions of service could be determined by contract. This is exemplified in the iron trades, where the scale of wages is established by committees from both sides, in which the state of the market, present and prospective, the financial outlook and even political theories are taken into consideration. It is truly a rational method, affording full scope for the exercise of judgment, experience and persuasion in arriving at a conclusion. But if wilful perversity or ignorant selfishness prevail in the councils of either side the strike or the lockout must be renewed. This dilemma admits of but one solution—the submission of one party to the demands of the other. An alternative solution could be found in arbitration but for the difficulty in enforcing the finding of the arbitrator. As yet the lawyers do not look kindly on arbitration, and the law does not lend itself readily to such an evasion of its jurisdiction. And again, while one party, the employer, is a substantial fact, a person or a corporation that the law can reach, the other party to the arbitration is neither one nor the other. It is an irresponsible organization, invisible to the sheriff, against which no judgment will lie and upon its assets no levy can be made. To this point, then, the development of this question has been reached, that the adjustment of the relations between the employee and the employer is recognized on both



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FROM THE ST. LAWRENCE  
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line of least resistance, and refrain from doing that which his judgment recommends and justice demands—to make the reduction in wages bear in like proportion on all, or, if favoring any, to favor those who receive the least. But this you will not do. The reduction which must be made falls on those who are least able to resist, because they are without organization, upon clerks and track men and unskilled laborers. I am not criticising you unkindly for this. I am stating a fact which you know to be true as well as they do, and you do this because you can find no other relief. But as time goes on these classes of employees, spurred to it by their own misfortunes and by witnessing the advantages which others have gained by organization, will organize themselves. Then where will the axe of retrenchment fall? That will be for you to determine, and you will be brought face to face with that problem, if the decrease in the rate per ton mile is to continue. You must appeal to the traffic management to refrain from that foolish competition which ignores the cost of the service performed, and not until they recognize the necessity for so doing may you hope to arrest this crisis toward which the most of our railroad mileage is tending, and which, when it does come, falls upon those responsible for the operations of the road. If they will not heed to your appeals, then you should plainly put the matter before your executive officers and place the responsibility where it belongs. It is a matter in which you should make common cause, those who are managing prosperous roads as well as those who are not, for sooner or later you will all have to drink of the same bitter cup if measures be not taken in time to avoid it. Having developed my problem to its last bitter elements, I may be expected to suggest a solution, but it is one thing to develop a problem and another to solve it. The one is laying open the hidden cause of disease, the other is to apply the proper remedy. The one needs but a knowledge of the anatomy of the subject and a steady hand, the other requires a power of forecast, of following out the probable results of possible policies, which is given to few men, whether surgeons or railroad administrators.

What then I may offer in the way of a solution is presented with less confidence than has sustained me in the development of this subject. While as to the one I might withstand adverse criticism, as to the other I might be disposed to yield. But I think that there are certain conditions affecting the attitude of railroad corporations to labor organizations

which are of so peculiar a character as to separate this branch of the subject from those relating to ordinary industrial enterprises. It is not a matter of manufacturing, selling and buying goods. It is a matter of performing a public service which affects every man, woman and child in the land to such an extent that railroad transportation is properly looked upon as a question of public welfare, a matter which has been aided by the sovereign power by loans and donations, by special legislation, and by the exercise of the right of eminent domain. In return for this aid the corporations are burdened with obligations which they cannot evade and which render them powerless to resist the demands of their employes when efficiently organized. To the demand of these organizations neither the laws nor public opinion set any limits so long as they are not enforced by violence. Yet there is a public demand for lower rates which the traffic officials do not firmly resist.

The decrease in the rate per ton mile and the increase in the cost per ton mile cannot go on together indefinitely; one or the other must cease. Either it is to the public interest to have cheaper rates and lower wages or to have higher wages and dearer rates.

The public interest lies in the better and safer, rather than in cheaper service, and a minute advance in the charge for that service, an advance so small that if divided among the millions of transactions for which the corporation is paid would yield a fund sufficient to insure fair wages to every railroad employe and reasonable dividends to every stockholder. For both stockholder and employe are paid from the same fund, and it is not to be expected that the railroad system of this country can be extended to meet the demands of a growing country and increasing numbers of employes continue to receive full wages, unless capital so invested has a prospect of a reasonable return.

But if this were recognized as reasonable, that the compensation should be sufficient for fair wages and for reasonable dividends, what has the public a right to expect? Certainly that the service shall be continuous and efficient, that it shall not be interrupted by disputes between employer and employe. It may with justice insist upon a rational adjustment of such differences, and if a way can be pointed out by which it can with propriety intervene, its assistance might be counted on for such a purpose.

The proper way to adject such differences is by agreement, by an agreement between contracting parties competent and responsi-



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50 Box,	.....	3 50
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477 SUPERIOR ST.,

CLEVELAND, O.



Central, with headquarters in St. Louis, and has been appointed general traveling passenger agent of the Wisconsin Central, with headquarters in Chicago.

Mr. C. A. Lawton, late commercial agent of the Missouri, Kansas & Texas at St. Louis, has been appointed division freight agent of the American Refrigerator Transit company, with headquarters at St. Louis, in place of Mr. E. E. McCammon, resigned.

Mr. R. B. Buchanan, assistant general freight agent of the Cleveland, Cincinnati, Chicago & St. Louis at Cincinnati, Ohio, has been transferred to Anderson, Ind., to succeed Mr. Homer F. Frost, assistant general freight agent, who has been transferred to Louisville, Ky.

Mr. C. L. Wellington, for six years general freight agent of the Milwaukee, Lake Shore & Western, but since Sept. 1 assistant general freight agent of the Chicago & North Western, has been appointed general freight agent of the Wisconsin Central in place of Mr. J. B. Cavanaugh, resigned.

Mr. R. M. Allen has been appointed traveling passenger agent of the Jacksonville South Eastern Line, with headquarters at 513 Chestnut street, St. Louis, Mo., vice Mr. A. N. Morton, transferred to the position of chief clerk for the superintendent.

Mr. W. R. Busenbark, traffic manager of the Chicago Great Western, has tendered his resignation to take effect Oct. 15. It is understood that he has several flattering offers, but that he will take a few weeks' rest before accepting a position. Previous to March 1, 1889, Mr. Busenbark was for two years assistant general passenger agent of the Michigan Central, resigning that position to accept the general passenger and ticket agency of the Chicago, St. Paul & Kansas City, now the Chicago Great Western. He was promoted to be traffic manager Nov. 1, 1890.

Ticket and freight agents take your map and trace the new route to the Pacific thereon. See time card of The Soo Pacific Route in this issue.

#### Kensington Series.

##### COMPENDIUM OF TRANSPORTATION THEORIES.

THE years subsequent to the enactment of the Interstate Commerce Law have proved exceedingly prolific in the production of discussions relating to the various phases of the railroad problem. The subject has had the attention of many of the eminent experts and

economists of this country, by whom most valuable contributions have been made to the literature of the day.

There has, hitherto, been no systematic publication of these papers, and their distribution has been limited usually to the requirements of the occasion for which they were prepared. It is believed that a compilation in convenient and accessible form of the most important of these papers will be of great value to the students of transportation, to practical railway managers, and to all earnest and thoughtful men. Mr. C. C. McCain, auditor of the Interstate Commerce Commission, has accordingly arranged to publish in a single volume a number of these articles, from the pens of the best thinkers and writers.

The subjects dealing with a variety of topics relating to transportation and from the prominence of the writers it will be apparent that each is an authority upon the subject treated. It is confidently believed that the book will constitute a most valuable work of reference.

One volume will not permit of the inclusion of all articles of this character, and subsequent editions of the series now inaugurated will contain further contributions to the discussion of the railroad problem by equally eminent writers.

First book of the series will be entitled, "Compendium of Transportation Theories."

A wonderfully rich agricultural region has been opened and made accessible by the new route to the Pacific—"The Soo-Pacific." See their ad. in this issue.

#### Our General Freight Agents.

THE subject of our frontis illustration this month, Mr. Henry E. Danz, general freight agent of the Great Northern Railway was born in New York City, September 11, 1865. He commenced railway work as call boy at East St. Paul station on the C. St. P. M. & O. Ry. in 1880, in 1881 he entered the employ of the St. P. M. & M. Ry., now the Great Northern, as clerk in the general freight department filling various positions. In 1889 he was made chief clerk to the general traffic manager, and in 1890 chief clerk of the general freight department, in 1891 promoted to assistant general freight agent and in 1892 to be the responsible head of the freight department of that great line which has pushed out across the continent from St. Paul to the Pacific ocean.

Mr. Danz is comparatively a young man and his history shows that he has received deserved promotion and is in possession of all the knowledge of detail, touching the duties, responsibilities and necessities of a general officer of a great railroad.

See the advertisement, in this issue, of the new transcontinental route, "The Soo-Pacific."



# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.*

VOL. X.

NOVEMBER, 1893.

No. 3.

## THE BIRTH AND DEVELOPMENT OF THE RAILROAD.

By C. P. LELAND.

IN the realm of labor saving inventions for the amelioration of that stern decree, "Thou shalt earn thy bread by the sweat of thy brow," this Nineteenth Century has witnessed greater progress than the entire eighteen centuries previous.

That mighty force, steam, supplemented by that other mysterious, terrible energy, electricity, are revolutionizing,—yes, abolishing, the hard, muscular labor of both man and beast the world over. Concerning electricity, I said at a reunion of the Rensselaer Polytechnic Institute in this city a year ago:

"This decade is also marked by rapid development in the use of that strange, wonderful force, electricity. No one knows yet what it is. I would define it as 'the earth's nervous system.' When I see the electric cars rapidly running through these streets with no visible motive power, how often it recalls that strange prophecy in Nahum 2-4, recorded more than twenty-six centuries ago: 'The chariots shall rage in the streets, they shall jostle one against another in the broadways (Superior street, for instance), they shall seem like torches, they shall run like lightnings.' No one would dare draw the limit to the uses of electricity. We are told it will supercede horses in drawing our road wagons and carriages soon, as it has in the case of our street cars. Also, that we shall have slabs of electricity delivered at our kitchen doors, like ice, for domestic power and light."

In a few months after that was written we saw the long distance telephone between New York and Chicago, a thousand miles, opened so successfully that DeWolf Hopper, the comedian, not long since had to be dragged away from the Chicago transmitter by his manager, after telling \$36 worth of new stories to some friends at the New York end. And the strangest thing about it is, it excited no surprise; there was no illumination, or booming

of cannon, as when the first Atlantic cable was laid in 1858. It was expected as a matter of course.

But you have heard recently from a master of electricity, and I must switch off to my subject, Railroads.

There are three very important dates in the first half of this Nineteenth Century, and I would suggest you remember them for future convenience.

1807 was the year Robert Fulton gave the world the first commercially successful steam-boat (the Clermont on the Hudson River). Others, however, had made successful experiments,—notably, John Fitch and John Stevens.

In 1829 George Stephenson, of England, gave the world the locomotive with the multi-tubular boiler, for which all other experimental locomotives were summarily dropped.

These two great inventions solved the problem of transportation on land and water.

In 1844 (May 27th, to be exact) Professor Samuel F. B. Morse, after many trials and discouragements, sent the first message by telegraph through a wire fastened to trees and posts, between Baltimore and Washington. He had been an humble suppliant to Congress for a small appropriation of \$30,000 to assist him in trying the experiment, and finally succeeded in securing it, March 4th, 1844, at midnight, although one smart representative moved as an amendment that a portion of the appropriation be devoted to the development of mesmerism, which was the rage at that time.

Now, the Western Union Telegraph Company alone have in daily use enough wires to encircle the globe thirty times,—a marvelous exhibition of American energy in the development of an American invention.

September 15th, 1830, was the natal day of the railroad operated by steam power,—the opening of the Manchester and Liverpool railroad in England.



we find enjoyment and advancement; come into the sunlight of good deeds done to enlighten the earth; come out of the dark caverns of self and suffer not your lives to be useless regrets or stains upon the pages of lifes history.

Ah! this human atom in the great universe of action, a bubble on the dashing waves of life; and yet in thought containing, comprehending, controlling and in comprehension, capable of reaching the uttermost regions of space, amidst all the enchantment and wonder, enchanted and wondering, obvious of its more wonderful self.

#### Arbitration Laws.

WE print in this issue the full text (excepting a condensed summary and comparison of the arbitration laws of some of the states) an article on "arbitration as applied to railroad corporations and their employees, by Edward A. Moseley, secretary of the Interstate Commerce Commission. It will well repay a careful perusal, for it is the expression of conclusions drawn from a studious systematic investigation of existing conditions.

The individual, who in this land of self-government, is said to be the "uncrowned monarch"—whatever of power and force or abdication may be hidden in that oft repeated expression—has in reality delegated powers to corporations which he, as an individual, cannot claim, and that is the right to petition in court against corporate powers for wrongs inflicted as their servant.

There are great ethical laws founded on truth and justice whose advocates and disciples have been tortured, burned and crucified by selfish avarice since history records the lives of the the human family, and in this Nineteenth century in the full light of intelligent acknowledgement of the absolute power and perfection of that foundation principle, the Golden Rule, men endowed with a high order of intelligence and who acknowledge the fixedness of cause and effect, men who profess to rule their lives by the highest principals of truth conceivable, daily barter that high good through dishonorable means and measures, to selfishly gain excessive wealth and oppressive temporal power, which reason acknowledges a curse to its possessor, and the human family. The essence of Christianity perverted and controverted through these eighteen centuries and over, those essential truths that treat of mans duty to man and the fixedness of the principal of sequence and development,

have largely been lost sight of through adverse conditions.

Thus however good, however true, however equitable the theory, there are always overwhelming obstacles of selfishness and prejudice to combat, and worse than all other opposition is the inert indifference of the governing masses. Public sentiment and public cognizance of any question seems only to act in unity when some great cataclysm arouses its dormant powers.

It seems that

"On such a full sea are we now afloat  
And we must take the current as it flows  
Or loose our venture."

The public have been touched to investigation by actual want, the better minds have abandoned much of their arrogance of power because of a touch of sympathy, aptly expressed in these lines.

"Once I sat on a golden throne and held the  
world in fee  
Below me I heard my brother's moan and I  
bent me down to see \* \* \*  
My throne has vanished, helpless I lie at the  
foot of the broken stair  
And the sorrows of all humanity through my  
heart makes a thoroughfare."

One touch of nature of sympathetic suffering or love makes the whole world kin.

Knowledge, experience, science, mathematics, statistics, those overruling ethical principals. Pyramids in the great desert and amidst the shifting sands of life, more wonderful and more enduring than those of stone towering for centuries in the clear atmosphere of Egypt, yet unlike those piles of stone, the tombs of sovereigns, these ethical structures shall mark the birth place of unselfish human brotherhood.

#### Organized Labor.

THAT labor organizations have fulfilled an exalted mission in causing investigation and advanced knowledge into, and amelioration of the conditions of the constituents, we think no fair minded person will deny. That their actions have not at all times been clearly upon lines of right and justice, that errors have been made and wrongs perpetrated and that selfish interests and ambitions have misdirected and misrepresented, is but to acknowledge finite limitations.

Could existing organizations enter into absolute contracts giving guarantee of the fulfillment of every condition and let those conditions be specifically stated and cover a definite period it seems to us this would be a great step toward perfecting the powers and usefulness of these organizations and insure



than sixty feet, there are embankments to be made nearly to the same height, there is a swamp of five miles in length to be traversed, in which if you drop an iron rod it sinks and disappears; how will you do all this?' and receiving no answer but a broad Northumbrian, 'I can't tell you how I'll do it, but I can tell you I *will* do it,' dismissed Stephenson as a visionary. Having prevailed upon a company of Liverpool gentlemen to be less incredulous, and having raised funds for his great undertaking, in December of 1826 the first spade was struck into the ground. And now I will give you an account of my yesterday's excursion.

"A party of sixteen persons was ushered into a large courtyard where, under cover, stood several carriages of a peculiar construction, one of which was prepared for our reception. It was a long-bodied vehicle with seats placed across it back to back; the one we were in had six of these benches, and was a sort of uncovered *char à banc*. The wheels were placed upon two iron bands, which formed the road, and to which they were fitted, being so constructed as to slide along without any danger of hitching or being displaced, on the same principle as a thing sliding on a concave groove. The carriage was set in motion by a mere push, and, having received this impetus, rolled with us down an inclined plane into a tunnel, which forms the entrance to the railroad. This tunnel is four hundred yards long (I believe), and will be lighted by gas. At the end of it we emerged from darkness, and, the ground becoming level, we stopped. There is another tunnel parallel with this, only much wider and longer, for it extends from the place we had now reached, and where the steam carriages start, and which is quite out of Liverpool, the whole way under the town to the docks. This tunnel is for wagons and other heavy carriages; and as the engines which are to draw the trains along the railroad do not enter these tunnels, there is a large building at this entrance which is to be inhabited by steam engines of a stationary turn of mind and different constitution from the traveling ones, which are to propel the trains through the tunnels to the terminus in the town, without going out of their houses themselves. The length of the tunnel parallel to the one we passed through is, I believe, two thousand two hundred yards. I wonder if you are understanding one word I am saying all this time! We were introduced to the little engine which was to drag us along the rails. She (for they make these curious little fire horses all mares) consisted of a boiler, a stove, a platform, a bench, and behind the bench a barrel containing enough water to prevent her being thirsty for fifteen miles,—the whole machine not bigger than a common fire engine. She goes upon two wheels, which are her feet, and are moved by bright steel legs called pistons; these are propelled by steam, and in proportion as more steam is applied to the upper extremities (the hip joints, I suppose) of these pistons, the faster they move the wheels; and when it is desirable to diminish the speed, the steam, which unless suffered to escape would burst the boiler, evaporates through a safety valve into the air. The reins, bit and bridle of this

wonderful beast, is a small steel handle, which applies or withdraws the steam from its legs or pistons, so that a child might manage it.

"The coals, which are its oats, were under the bench, and there was a small glass tube affixed to the boiler, with water in it, which indicates by its fullness or emptiness when the creature wants water, which is immediately conveyed to it from its reservoirs. There is a chimney to the stove, but as they burn coke, there is none of the dreadful black smoke which accompanies the progress of a steam vessel. This snorting little animal, which I felt rather inclined to pat, was then harnessed to our carriage, and Mr. Stephenson having taken me on the bench of the engine with him, we started at about ten miles an hour. The steam horse being ill adapted for going up and down hill, the road was kept at a certain level, and appeared sometimes to sink below the surface of the earth and sometimes to rise above it. Almost at starting it was cut through the solid rock, which formed a wall on either side of it about sixty feet high. You can't imagine how strange it seemed to be journeying on thus, without any visible cause of progress other than the magical machine, with its flying white breath and rhythmical, unvarying pace, between these rocky walls, which are already clothed with moss and ferns and grasses; and when I reflected that these great masses of stone had been cut asunder to allow our passage thus far below the surface of the earth, I felt as if no fairy tale was ever half so wonderful as what I saw. Bridges were thrown from side to side across the top of these cliffs, and people looking down upon us from them seemed like pigmies standing in the sky. I must be more concise, though, or I shall want room. We were to go only fifteen miles, that distance being sufficient to show the speed of the engine and to take us to the most beautiful and wonderful object on the road. After proceeding through this rocky defile, we presently found ourselves raised upon embankments ten or twelve feet high; we then came to a moss, or swamp, of considerable extent, on which no human foot could tread without sinking, and yet it bore the road which bore us. This had been the great stumbling block in the minds of the committee of the House of Commons; but Mr. Stephenson had succeeded in overcoming it. A foundation of hurdles, or, as he called it, basket-work, was thrown over the morass, and the interstices were filled with moss and other elastic matter. Upon this the clay and soil were laid down, and the road does float, for we passed over it at the rate of five and twenty miles an hour, and saw the stagnant swamp water trembling on the surface of the soil on either side of us. I hope you understand me. The embankment had gradually been rising higher and higher, and in one place, where the soil was not settled enough to form banks, Stephenson has constructed artificial ones of woodwork, over which the mounds of earth were heaped, for he said that though the woodwork would rot, before it did so the banks of earth which covered it would have been sufficiently consolidated to support the road. We had now come fifteen miles, and stopped where the road traversed a wide and



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### TIME TABLE AS FOLLOWS:

Lve. ST. PAUL.....	6 30 p. m.	Lve. SAN FRANCISCO.....	7 00 p. m.
" MINNEAPOLIS.....	7 10 p. m.	" PORTLAND.....	9 00 a. m.
" PAYNESVILLE.....	10 20 p. m.	" TACOMA.....	6 00 p. m.
" GLENWOOD.....	11 30 p. m.	" SEATTLE.....	8 30 p. m.
" ELBOW LAKE.....	1 00 a. m.	" NEW WHATCOM.....	10 40 a. m.
" HANKINSON.....	2 40 a. m.	" VICTORIA.....	3 00 a. m.
" ENDERLIN.....	4 40 a. m.	" VANCOUVER.....	10 45 a. m.
" VALLEY CITY.....	5 38 a. m.	" KAMLOOPS.....	11 00 p. m.
" CARRINGTON.....	7 27 a. m.	" REVELSTOKE.....	4 30 a. m.
" HARVEY.....	9 05 a. m.	" GLACIER.....	7 05 a. m.
" MINOT.....	11 12 a. m.	" DONALD.....	10 10 a. m.
" PORTAL.....	1 35 p. m.	" BANFF HOT SPRINGS.....	3 42 p. m.
Lve. BRANDON.....	6 30 p. m.	" CALGARY.....	7 15 p. m.
Lve. MOOSE JAW.....	7 15 p. m.	" MOOSE JAW.....	8 37 a. m.
" CALGARY.....	9 20 a. m.	Lve. BRANDON.....	11 00 a. m.
" BANFF HOT SPRINGS.....	12 30 noon.	Lve. PORTAL.....	4 50 p. m.
" DONALD.....	5 30 p. m.	" MINOT.....	7 28 p. m.
" GLACIER.....	7 15 p. m.	" HARVEY.....	10 00 p. m.
" REVELSTOKE.....	9 30 p. m.	" CARRINGTON.....	11 22 p. m.
" KAMLOOPS.....	3 00 a. m.	" VALLEY CITY.....	1 46 a. m.
" VANCOUVER.....	3 05 p. m.	" ENDERLIN.....	2 55 a. m.
" VICTORIA.....	9 30 p. m.	" HANKINSON.....	4 53 a. m.
" NEW WHATCOM.....	3 05 p. m.	" ELBOW LAKE.....	6 37 a. m.
" SEATTLE.....	11 30 p. m.	" GLENWOOD.....	8 30 a. m.
" TACOMA.....	8 00 a. m.	" PAYNESVILLE.....	9 50 a. m.
" PORTLAND.....	4 00 p. m.	" MINNEAPOLIS.....	1 00 p. m.
Arr. SAN FRANCISCO.....	8 15 a. m.	Arr. ST. PAUL.....	1 40 p. m.

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Manchester & Liverpool railroad, September 15th, 1830 :

"At length the line was finished and ready for the public opening, which took place on the 15th of September, 1830, and attracted a vast number of spectators from all parts of the country. The completion of the railway was justly regarded as an important national event, and the ceremony of its opening was celebrated accordingly. The Duke of Wellington, then prime minister, Sir Robert Peel, Secretary of State, Mr. Huskisson, one of the members for Liverpool and an earnest supporter of the project from its commencement, were among the number of distinguished public personages present.

"Eight locomotive engines, constructed at the Stephenson works, had been delivered and placed upon the line, the whole of which had been tried and tested weeks before with perfect success. The several trains of carriages accommodated in all about six hundred persons. The 'Northumbrian' engine, driven by George Stephenson himself, headed the line of trains; then followed the 'Phoenix,' driven by Robert Stephenson; the 'North Star,' by Robert Stephenson, Sr., (brother of George); the 'Rocket,' by Joseph Locke; the 'Dart,' by Thomas L. Gooch; the 'Comet,' by William Allcard; the 'Arrow,' by Fredrick Swanwick, and the 'Meteor' by Anthony Harding. The procession was cheered in its progress by thousands of spectators—through the deep ravine of Olive Mount; up the Sutton Incline; over the great Sankey viaduct, beneath which a multitude of persons assembled, carriages filling the narrow lanes, and barges crowding the river; the people below gazing with wonder and admiration at the trains which sped along the line, far above their heads, at the rate of some twenty-four miles an hour.

"At Parkside, about seventeen miles from Liverpool, the engines stopped to take in water. Here a deplorable accident occurred to one of the illustrious visitors, which threw a deep shadow over the subsequent proceedings of the day. The 'Northumbrian' engine, with the carriage containing the Duke of Wellington, was drawn up on one line, in order that the whole of the trains on the other line might pass in review before him and his party. Mr. Huskisson had alighted from the carriage, and was standing on the opposite road, along which the 'Rocket' was observed rapidly coming up. At this moment the Duke of Wellington, between whom and Mr. Huskisson some coolness had existed, made a sign of recognition and held out his hand. A hurried but friendly grasp was given, and before it was loosened there was a general cry from the bystanders of, 'Get in, get in!' Flurried and confused, Mr. Huskisson endeavored to get round the open door of the carriage, which projected over the opposite rail, but in so doing he was struck down by the 'Rocket,' and falling with his leg doubled across the rail, the limb was instantly crushed. His first words on being raised were, 'I have met my death,' which unhappily proved true, for he expired that same evening in the parsonage of Eccles. It was cited at the time as a remarkable fact that the 'Northumbrian' engine, driven by George Stephenson himself, con-

veyed the wounded body of the unfortunate gentleman a distance of about fifteen miles in twenty-five minutes, or at the rate of thirty-six miles an hour. This incredible speed burst upon the world with the effect of a new and unlooked for phenomenon.

"The accident threw a gloom over the rest of the day's proceedings. The Duke of Wellington and Sir Robert Peel expressed a wish that the procession should return to Liverpool. It was, however, represented to them that a vast concourse of people had assembled at Manchester to witness the arrival of the trains, that report would exaggerate the mischief if they did not complete the journey, and that a false panic on that day might seriously affect future railway traveling and the value of the company's property. The party consented accordingly to proceed to Manchester, but on the understanding that they should return as soon as possible and refrain from farther festivity.

"As the trains approached Manchester crowds of people were found covering the banks, the slopes of the cuttings, and even the railway itself. The multitude, become impatient and excited by the rumors which had reached them, had outflanked the military, and all order was at an end. The people clambered about the carriages, holding on by the door handles, and many were tumbled over, but, happily, no fatal accident occurred. At the Manchester station the political element began to display itself; placards about 'Peterloo,' etc., were exhibited, and brickbats were thrown at the carriages containing the Duke. On the trains coming to a stand in the Manchester station, the Duke did not descend, but remained seated, shaking hands with women and children who were pushed forward by the crowd. Shortly after the trains returned to Liverpool, which they reached after considerable delays late at night."

It must have been a terrible blow to Stephenson to have his best, most powerful friend in his long parliamentary struggle (for Mr. Huskisson was M. P. from Liverpool), also in the board of directors of the railroad company, thus struck down and killed by Stephenson's first born multitubular boiler locomotive, "The Rocket," on this, the proudest day of his life, the beginning of an imperishable fame.

While the railroad was not in the slightest degree responsible for this sad accident, it was so held, and the Duke of Wellington did not enter a railway car again until 1843, thirteen years afterwards.

Before leaving George Stephenson and the birth of the railroad, let us glance at the Himalayan difficulties he surmounted; the powerful opposition he finally, after a struggle of five years, almost single handed, overcame. He was handicapped with lack of education, learning to read at a night school after he was eighteen years old. Then he had such a strong, unintelligible Northumbrian dialect, it was



this, girls, and if you would be beautiful, see to it that you are ever sending out thoughts of goodwill, cheerfulness and contentment. Next month we shall say something as to the influence of thought on our health and the affairs of our daily life.

S. L. W.

#### THE REWARDING OF CHILDREN.

It seems at first sight a much easier thing to reward children than to punish them. It is certainly infinitely more pleasant, and yet the chances of doing them harm in the process are as great in one case as in the other. Injudicious rewarding is almost, if not quite as pernicious in its effect upon a child's character as indiscriminate punishing. The formation of character is the end and object of all our efforts on behalf of the child. We do not wish so much to compel him to do right at any one time as to train him so that he will desire to do right at all times. We can, to a certain extent, govern his actions, but this is not the most important point. Our fundamental task is to implant in him principles and motives which will enable him to govern them himself, and to insure that they shall always at least "make for righteousness."

Does the giving of material rewards help or hinder this development? This is an anxious question for the conscientious mother who is trying to help her child to help himself. As we are creatures of habit it seems from one point of view that if we can establish good habits by any means we are justified in using them. We argue that the habit of right doing will remain long after the steps by which we ascended to it have been swept away and forgotten. In dealing with children we must remember that processes are results in their effects on the plastic minds. If we lead them to do right by holding out a reward which they are to obtain if they succeed we have taught them that the tangible possession is the thing to strive for, and the "being good," or doing right, is only the means by which it is attained. Is this likely to strengthen or weaken their moral fibre? When we are no longer at hand with some solid allurements to make virtue profitable, will they not follow their own inclination, regardless where it leads, if by so doing they can grasp a pleasure? The bias that we give to the mind of a child is not easily reversed. As he grows older, and his views of life widen and change, he may, with infinite painstaking, unlearn some of the lessons that he learned at his mother's knee. There will still remain deeply graven in his mind and heart, affecting the

whole trend of his character, those cardinal points which her daily conduct of his early years has impressed there. She makes his standards, ought she not to see that they are worthy ones? Preaching to him will not do it, nor even taking him to hear sermons. Nothing will but the constant leading him upward along the path of right endeavor. Implanting principles is like sowing seeds; many fall on barren land and stony places and produce no fruit, many die and wither away without apparent result. If the process is continued in faith and patience enough germinate to bring forth high aims and noble fulfillment.

It is never wise to bribe a child to perform a plain duty. There are many motives to be appealed to, and we should be cautious when we substitute a lower for a higher one. When bedtime comes it is often a struggle for small people to go off pleasantly and promptly. When we elders have to do things not all more disagreeable to us, we indulge in some murmurs—audible or otherwise—and a good deal of self-pity. It is not to be expected that our juniors will take up their burdens with more cheerfulness than we do ourselves, as soon as they are old enough to understand anything they may be greatly helped, or hindered, in doing it. "It is time for Charlie to go to bed now" ought to be enough to persuade him to do so without difficulty. But as we ourselves sometimes fail to respond to the call of duty, so there will be moments when Charlie feels that his desire to sit up longer entirely overpowers his wish to obey and he refuses. What is to be done in such a case? His mother can probably induce him to go to bed by means of a piece of candy—a promised pleasure, but the next time the question arises he will be less able to do right unaided than he was at first. His mind will naturally revert to the bribe and he will want another. A quiet talk, gentle argument and persuasion, impressing upon him that even one has to do disagreeable things sometimes because they are right, will usually prove effectual; if not it becomes a matter of obedience that must be enforced even at the cost of pain. If we can enlist the will on the side of right-doing, so that the child shall control himself and yield a willing obedience, we have accomplished much.

We can never give the children too many legitimate pleasures. Childhood should be made as sunny and happy as unlimited love and tenderness and wise indulgence can make it. The shadows fall soon enough in the lives of our fortunate lives. Yet we cannot, with all



to about a sixth part of what it was while the highway alone was in use.

"Such was the famous Quincy railway, the construction of which is still referred to as marking an era of the first importance in American history. Such, also, it remained down to the year 1871,—a mere tramway, operated exclusively by means of horses. In that year the franchise was at last purchased by the Old Colony Railroad Company, the ancient structure was completely demolished, and a modern railroad built on the right of way. Through the incorporation into it of the old Granite railway, therefore, the line which connects the chief town of what was once the colony of Massachusetts Bay has become the oldest railroad line in America. In this there is, so to speak, a manifest historical propriety.

"Apart, however, from the construction of the Granite railway, Massachusetts was neither particularly early nor particularly energetic in its railroad development. At a later day many of her sister states were in advance of her, and especially was this true of South Carolina. There is, indeed, some reason for believing that the South Carolina railroad was the first ever constructed in any country with a definite plan of operating it exclusively by locomotive steam power. But in America there was not,—indeed from the very circumstances of the case there could not have been,—any such dramatic occasions and surprises as those witnessed at Liverpool in 1829 and 1830. Nevertheless the people of Charlestown were pressing close on the heels of those of Liverpool, for on the 15th of January, 1831,—exactly four months after the formal opening of the Manchester & Liverpool road,—the first anniversary of the South Carolina railroad was celebrated with due honor. A queer looking machine, the outline of which was sufficient in itself to prove that the inventor owed nothing to Stephenson, had been constructed at the West Point Foundry Works in New York during the summer of 1830—a first attempt to supply that locomotive power which the Board had, with a sublime confidence in possibilities, unanimously voted on the 14th of the preceding January should alone be used on the road. The name of 'Best Friend' was given to this very simple product of native genius. The idea of the multitubular boiler had not yet suggested itself in America. The 'Best Friend' was supplied, therefore, with a common vertical boiler 'in form of an old-fashioned porter bottle, the furnace at the bottom surrounded with water, and all filled inside of what we call teats, running out from the sides and tops.' By means of these projections, or 'teats,' a portion at least of the necessary heating surface was provided. The cylinder was at the front of the platform, the rear end of which was occupied by the boiler, and it was fed by means of a connecting pipe. Thanks to the indefatigable researches of an enthusiast of railroad construction, we have an account of the performance of this and all the other pioneers among American locomotives; and the picture with which Mr. W. H. Brown has enriched his book would alone render it both curious and valuable. Prior to the stockholders' anniversary of January 15th, 1831, it seems that the 'Best Friend' had made several trial

trips 'running at the rate of sixteen to twenty-one miles an hour, with forty or fifty passengers in some four or five cars, and without the cars, thirty to thirty-five miles per hour.' The stockholders' day was, however, a special occasion, and the papers of the following Monday, for it happened on a Saturday, gave the following account of it:

"Notice having been previously given inviting the stockholders, about one hundred and fifty assembled in the course of the morning at the company's building in Line street, together with a number of invited guests. The weather the day and night previous had been stormy, and the morning was cold and cloudy. Anticipating a postponement of the ceremonies, the locomotive engine had been taken to pieces for cleaning, but upon the assembling of the company she was put in order, the cylinders new packed, and at the word, the apparatus was ready for movement. The first trip was performed with two pleasure cars attached, and a small carriage, fitted for the occasion, upon which was a detachment of United States troops and a field piece, which had been politely granted by Major Belton for the occasion. The number of passengers brought down, which was performed in two trips, was estimated at upward of two hundred. A band of music enlivened the scene, and great hilarity and good humor prevailed throughout the day.

"The 'great hilarity and good humor' of this occasion no one can doubt who studies the supposed contemporaneous picture of it contained in Mr. Brown's book. The pleasure must, however, have been largely due to novelty, inasmuch as a railroad journey on a 'cold and cloudy' January day, performed in 'two pleasure cars' between which and an 'old-fashioned porter bottle' of a locomotive, puffing out smoke and cinders, there was nothing but a 'small carriage' fitted up to carry 'a field piece,' while a band of music enlivened the whole—taking all these ingredients together, it would not at this time seem easy to compound from them a day of high physical enjoyment. But the fathers were a race of simpler tastes.

"It was not long, however, before the 'Best Friend' came to serious grief. Naturally and even necessarily, inasmuch as it was a South Carolina institution, it was provided with a negro fireman. It so happened that this functionary while in the discharge of his duties was much annoyed by the escape of steam from the safety-valve, and, not having made himself complete master of the principles underlying the use of steam as a source of power, he took advantage of a temporary absence of the engineer in charge to effect a radical remedy of this cause of annoyance. He not only fastened down the valve lever, but further made the thing perfectly sure by sitting on it. The consequences were hardly less disastrous to the 'Best Friend' than to the chattel fireman. Neither were of much further practical use. Before this mishap chanced, however, in June, 1831, a second locomotive, called the 'West Point,' had arrived in Charleston; and this at last was constructed on the principle of Stephenson's 'Rocket.' In its general aspect, indeed, it greatly resembled that already fr



rangement of their homes. Their daily work is a matter of care and worry, a shining example of labor never done, mainly because of this absolute lack of routine or system. Business men, and even those more unsystematic mortals, the professional workers of our time, appreciate the great assistance of a natural arrangement of their work, an arrangement in which each duty, with its manifold small accompaniments, has its own time and place for accomplishment. It is to help women to systematize their work that this page of plain words is prepared.

The floor of the kitchen and dining-room should be brushed after every meal, the side-board rearranged, and the table prepared for the coming meal. This is an important matter when the housekeeper attends personally to the dining-room. The receptacles for sugar, salt, the various table sauces, etc., the glasses, silver, napkins and cutlery may be placed ready for use, and the table prepared ready for the water, bread, etc., and then covered with a clean cloth large enough to protect it entirely from dust and disarrangement.

The next question to be decided is the character of the noonday meal, whether luncheon or dinner, because upon this point depends the arrangement of the forenoon's work. If a noon dinner is required those dishes of it which occupy several hours in cooking must be prepared directly after breakfast, those taking the longest time for preparation being put first over the fire, so that all will be done at the same time.

The golden rule in housework should be "make no extra work." Have a system of living, and maintain it. Have a place for everything, and keep everything in its place. Near the entrance door have suitable holders for coats, hats, wraps, umbrellas, canes, over and outdoor shoes, etc., and see that they are kept there. In the sitting-room have a special table for books, magazines, papers and writing materials, and insist that they shall be put there instead of being left where they drop from the reader's hands, only to be picked up by the tired housewife day after day. A mat and scraper properly used will save much labor of sweeping dirt out of the house; impress the fact upon all the household that the outdoor dirt cannot remain in the house, even if it is brought in on the shoes.

If family life is begun under these conditions, and if the question of order is also made one of affectionate consideration it will soon become second nature.

In the early years the wife, and later other members of the family, will in the morning open the sleeping-room windows before going to the kitchen or dining-room, and place the

bedding in the sun and air, or on stormy days admit the necessary ventilation. Even when time is limited five minutes is well spent in arranging the sleeping-room that it may be put in order directly the down-stairs work reaches its first stage. After the bedrooms are in order the regulation of the rest of the house is in order. In the writer's early housekeeping days she adopted the plan of renovating one room every day, instead of making a regular sweeping-day, taking a clear day for washing the windows.

The best method for cleaning windows is the polishing by whitening or powdered chalk first applied upon a wet cloth or paper and then with a dry one. In the absence of whitening a few drops of alcohol or ammonia on a damp cloth which does not shed lint, will remove all spots, and the glass can then be polished with chamois skin. A few drops of household ammonia on a cloth will remove finger-marks from paint and mirrors. A soft cloth dampened with kerosene will take all the spots from polished furniture, and the odor very quickly is dissipated by a draught of air. A soft brush will free all the carved work from dust. For the carpet a little damp sawdust or tea-leaves, or a sprinkling of salt will brighten the colors, clean the fabric, and keep down the dust. Of course, now nearly every housekeeper knows the advantage of using a carpet-sweeper for the saving of her strength and of the carpet.

Another disagreeable feature of household work is the care of kerosene lamps, for ever where houses are supplied with gas, reading lamps are often preferred on account of their steady white light. By exercising great neatness in handling the oil, and keeping all cloth and trimming implements on a large tray exposed to the air but little odor of oil will be perceptible. After trimming the lamps turn the wicks down below the top of the burner to avoid the slight overflow of oil which makes the tops of the lamps greasy when the wicks protrude.

After the lamps are filled do not stand them in a warm place lest sufficient gas be generated to cause an explosion, over the stove, for instance, or upon the hot mantel-shelf, and do not continue to burn a half-empty lamp for the same reason. It seems almost incredible that any one should attempt to fill a lamp while it is lighted, or in the immediate vicinity of flame, but frequent accidents attest the necessity for this caution. Remember, then, the heat generates from the oil a volatile gas which ignites at any neighboring flame, and explodes with most disastrous consequence. It is not the oil which explodes. A lighted match can be thrown into good oil without causing an explosion. In case of an accident by the ignition of gas from spilled kerosene oil do not attempt to quench the flames with water; it only provides additional fuel for them. Either smother the fire with woolen carpet or heavy woolen cloth, or throw sand or dry flour upon it to absorb the oil and destroy the evolution of gas from it. Some fire grenades and hand fire-engines contain a chemical composition which quenches flame upon contact with it, but there is safety in the flour and woolen cloth.—*Juliet Corson.*



did not move in the new departure until 1834, and France was slower yet. The fact is, however, that those countries did not feel the need of the railroad at all in the same degree as either England or America. They already had excellent systems of roads, which sufficed for all their present needs. In America, on the contrary, the roads were few and badly built; while in England, though they were good enough, the volume of traffic had outgrown their capacity. America suffered from too few roads; England from too much traffic. Both were restlessly casting about for some relief. Accordingly, all through the time during which Stephenson was fighting the battle of the locomotive, America, as if in anticipation of his victory, was building railroads. It might also be said that there was a railroad mania. Massachusetts led off in 1826; Pennsylvania followed in 1827, and in 1828 Maryland and South Carolina. Of the great trunk lines of the country, a portion of the New York Central was chartered in 1825; the construction of the Baltimore & Ohio was begun on July 4th, 1828. The country, therefore, was not only ripe to accept the results of the Rainhill contest, but it was anticipating them with eager hope. Had George Stephenson known what was going on in America he would not, when writing to his son in 1829, have limited his anticipation of orders for locomotives to 'at least thirty.'"

And so the railroad was born, with an accident for a birth-mark, and all the nations of the world had a fair start together in the construction race.

Let us see the result in 1890, sixty years later. Remember the Old World had the people and the accumulated wealth of centuries. We had but few people (population in 1830, 12,860,702, about one-fifth of our number now) and they had all they could do to keep from starving or freezing to death. Bear in mind also, the building of a railroad is no holiday picnic. It requires time, toil, and money, each mile of our railroads having cost an average of \$60,000—a small fortune. Then think of the engineering difficulties,—the mountains to climb or pierce by tunnels, the valleys to fill or span, the great rivers, so many of them, to bridge, and the cost of entering large cities against powerful opposition.

For the first twenty years (1830-1850) our railroads were built with a thin, flat bar of iron laid on stringers, and these bars had a playful way of curling up into "snake heads," so called, running up through the bottom of a car and pinning a passenger to the roof. With the advent of the T rail all this superstructure had to be thrown away, and the roads practically rebuilt. Fortunately only 9,000 miles had been constructed.

Even the iron T rail later was found inadequate for the increasing weight of trains, and rails had to be renewed so frequently that a

great black cloud of bankruptcy was growing portentous over our entire system of railroads when, in 1862, Henry Bessemer, an English engineer, invented the steel rail and averted the impending ruin. English steel rails came to us in 1867, costing \$150 per ton. But that did not last long; for many years our own great iron mills have been turning them out at \$30 a ton. A steel rail will outwear ten to twenty iron rails, according to the volume of business passing over it.

Superintendent Porter, of the Census Bureau, gives the railroads of the world in 1890 as 370,281 miles,—enough to girdle the globe nearly fifteen times. The latest estimate of the population of the world that I have seen is 1,487½ millions, of which about 65 millions (less than 4½ per cent.) live in the United States. Yet in 1890 the United States had more than 44 per cent. of the railway mileage of the world, and exceeded by 3,942 miles the entire mileage of the Old World.

	Population of countries having any R. R., only	Miles of R. R. per 10,000 pop.
Europe . . . 136,865 miles,	3,652,600	3.84
Asia . . . 18,798 miles,	712,118,000	0.26
Africa . . . 3,992 miles,	7,785,000	5.13
	159,665	6.74
U. S. . . . 163,597 miles,	62,947,714	25.90
	1,076,429,000	A total of

China, with a population of 382 millions, has but 124 miles of railroad, not enough to reach from Cleveland to Columbus. Canada, with an area exceeding the United States by 114,000 square miles, has but 4½ millions people and 13,322 miles of railroad. No wonder the young men leave so slow a country and flock to the United States.

Or, take the two hemispheres of the world:

The Eastern hemisphere, on which dwell 92 per cent. of the population of the world has 170,792 miles of railroad, being 46 per cent. of the whole.

The Western hemisphere, having but 8 per cent. of the population of the world has 199,489 miles of railroad, being 54 per cent. of the whole.

Surely the comparatively few people on the Western hemisphere may, without boasting, adopt the exultant greeting of Virgil to his friend,—“Horace, senex puer! Nullae muscae in nobis.” (Horace, old boy! There are no flies on us.) They have not only built this vast network of railroads, but their enormous capitalization of nearly ten billions dollars is, for the most part, held by our own people; and this does not include the millions that were lost by foreclosures by bondholders wiping out the original stockholders. To illustrate, the present preferred stock of the Northern Pacific R. R. is selling at 39 cents on the dollar, but it represents the original 7.2



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In the fall of 1891, having heard so much of Dr. Webb's Improved Electric Body Batteries with special Appliances, I purchased one of him, and I am happy to say it has done what medicines failed to do, and I am myself again, cured after thirty years of suffering. I can say to anyone suffering from vital injury like mine, you can rely upon Dr. G. F. Webb's Electric Belts doing all or more than he recommends for them.

No money could repay me for the benefit it has been to me. Two years ago I had the grip from which I contracted rheumatism, and at times could not dress myself. Dr. Webb's Electric Belt has entirely cured me of this and it is a common thing for my neighbors to say, "How well Dick is looking. What has caused it?"

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The Old World seems to be in as great a quandary to find a new place for a railroad as we are, as I noticed recently a newspaper item to the effect that France intends to build a railroad across the desert of Sahara to strengthen herself in Algiers, and that a survey had reached Oasis No. 1, a distance of 125 miles.

That would be a delightful summer trip, excelling even our own alkali plains on the Union Pacific. Their locomotives or tenders will have to carry a large supply of water, and sand plows will be used instead of snow plows. The traffic will consist of—what? I can think of nothing, unless it be French zouaves.

A unique and picturesque episode in railroad construction is the opening for business last September of the Joppa & Jerusalem R. R. in Palestine, an interesting account of which appears in "Scribner's Magazine" for March. Although only a short road (fifty-three miles) it took more than thirty years of talk and two years of work to build it. It seems almost sacrilegious for a brakeman at Joppa to call out, "Passengers for Lydda and Jerusalem will take the forward car."

The oldest nation on the globe, Egypt, has 900 miles of railroad and the traveler there is greeted with the familiar cry, "All aboard for the Pyramids and Sphinx." One almost wonders if it would not make the Sphinx give a three foot wink just once to see one of our 500 ton passenger trains rush past at a speed of a mile a minute, and ask "what was that?" Fortunately, in this iconoclastic time, the Sphinx cannot be transported to the World's Columbian Exposition at Chicago, and be fitted up with an elevator and a restaurant inside his great, two-story head, where John and Susan on their bridal tour could fill up with pie and lemonade.

While much more might be said about railroads, this is quite enough for one dose, so I come to a full stop right here, leaving you each, in your own mind, to work out the propo-

sition—"Let X = the value of this talk about railroads."

#### MILES OF RAILROAD IN UNITED STATES BY DECADES.

Dec. 31st, 1830 .....	23
1840 .....	2,818
1850 .....	9,021
1860 .....	30,626
1870 .....	52,922
1880 .....	93,296
1890 .....	166,702
1892 .....	174,757
1900 .....	200,000?

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#### To Amend the Interstate Commerce Law.

REPRESENTATIVE Patterson, of Tennessee, introduced a bill in the House, on October 17, to amend the Interstate Commerce Act of February, 1887, so as to make it unlawful for competing common carriers to enter into contracts for the purpose of dividing the profits or net earnings derived from their traffic, except when the contracts are previously made in writing, approved by the Interstate Commerce Commission and filed therewith; but any such contract is to remain in force only so long as the Commission may deem proper. If at any time the Commission considers its advisable to withdraw its approval, the parties to the contract are to be notified and thereupon their contract must cease to be lawful.

A bill introduced in the Senate by Senator Lodge, of Massachusetts, requires that the value of each share of stock of any public carrier engaged in the business of interstate commerce be reduced to one dollar, for the purpose of increasing the number of stockholders; and that the companies' thousand-mile tickets to its stockholders be sold at one-half cent per mile, for the purpose of inducing the stockholders to patronize their own roads.



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### Our New England Letter.

(From our Regular Correspondent.)

"World's Fair" business has been the only redeeming feature in the business depression, otherwise manifest in New England railroad circles. The rush to Chicago during the past six weeks has been simply enormous. The reason of this is not hard to explain; many people had made up their minds that rates would come down in October, and this thought in connection with cooler autumnal weather has swollen the army of pilgrims to the "White City" an almost incredible extent. Almost every one has taken a glimpse at the wonders of the great exposition, and to-day the man who has not been is almost a curiosity, I am one of the curiosities. The election of Lucius Tuttle to the presidency of the Boston & Maine railroad was foretold a month ago, but the dropping of the Jones faction from the directory was a genuine surprise to the public. Just what the policy of the new administration will be, is not yet outlined, but that some important changes are to be made in the operating department of the road is universally conceded.

John Adams is to return from the general superintendency of the Fitchburg R. R., November 1, and he will be succeeded by Asst. General Superintendent, W. D. Ewing. Mr. Adams has been connected with the road for forty years having served as machinist, conductor, purchasing agent and superintendent. He is a man universally respected by the employees of the road, and by the general public. A man of excellent judgment, always considerate of those under him, and at all times courteous in his connection with the public he has won a warm place in the regard of those fortunate to come in contact with him.

Mr. Ewing, his successor, is a railroad man of thorough experience and with many qualifications for the position.

The annual outing of the New England R. R. Agents' Association took place Oct. 10th to 12th. About 75 members and their wives constituted the party; the trip was a pleasant success. The party went to New York by the Providence line of steamers, thence to Albany on the day boat up the beautiful and picturesque Hudson in Albany the party spent the night and the various points of interest were visited, the party were received at the state capitol by Governor Flower, and left for Boston over the Boston & Albany R. R. early in the afternoon.

It was a pleasant outing and thoroughly enjoyed by all participating.

### NOTES.

Many New England agents are becoming members of the Railway Agents' Association of America.

The American Order of Trainmen are holding their annual convention in Boston this week.

E. B. Nutting has been appointed agent at Schaghticoke, N. Y., for the Fitchburg railroad.

Burglars entered the New York, New Haven & Hartford depot at Lee Mass., Oct. 2, and stole over five hundred dollars.

The following are recent appointments on the Boston & Maine R. R.: So. Amherst, W. R. Meikle; Barre, C. A. Bogue; Broadway, Malden, J. A. Robinson; Middleton, D. I. Nash; Andover, C. A. Hasseltine; Westboro, Dan'l Kelliher.

The ticket office of the Boston & Maine R. R. at Shilton, N. H., was broken into Sept. 26, and \$3.50 stolen.

An attempt was made to wreck the boat train on the New London Northern R. R., on the evening of Sept. 30, fortunately the attempt was a failure.

The downfall of John M. Washburn, treasurer of the Old Colony R. R. Co., late in Sept., when it was revealed that he had misappropriated the funds of the company, was a great shock to the railroad community, and to the general public.

G. A. R.

### From Across the Sea.

It will be remembered by our readers that we mentioned some time in July that Dr. G. F. Webb had received an order for one of his electro-medical appliances from a gentleman in the far of country of Tasmania, an island in the Southern Ocean south of Australia. Nearly 12,000 miles of circuitous traveling by land and sea must be made to reach this country; and yet, to-day, Dr. Webb received a letter from the gentleman, which, in earnest language, speaks of the appreciation of this most popular and efficient invention, even from far distant lands.

### Texas Scalpers Law Unconstitutional.

In the case of the State of Texas vs. Martin Mercer, charged with the violation of the anti-scalper law, passed by the last legislature of Texas, district judge Brashear at Houston on October 6, rendered a decision declaring the act unconstitutional and void, and discharging the appellant for custody.





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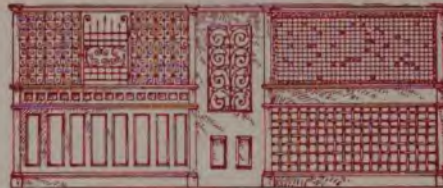
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325 WASHINGTON ST., BOSTON, MASS.

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PILES**

ITCHING PILES known by moisture like perspiration, cause intense itching when warm. This form is BLIND, BLEEDING or PROTRUDING PILES. YIELD AT ONCE TO DR. BO-SAN-KO'S PILE REMEDY, which acts directly on parts affected, absorbs tumors, allays itching, effecting a permanent cure. Price 60c. Druggists or mail. Dr. Bosanko, Philadelphia, Pa.

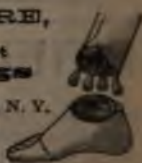
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MANUFACTURER OF  
**The Only Perfect  
Artificial Legs**  
NOW MADE.

332 N. Clinton St., Rochester, N. Y.

**CRUTCHES FOR SALE.**

Reduced Prices to Comrades.

I have no connection with any other firm in same business.





Chicago and Grand Trunk Railway.  
General Freight Department.

CHICAGO, ILL., Oct. 3rd, 1893.

R. W. WRIGHT, ESQ.,

Grand Sec'y, R. A. A., Cleveland, O.

DEAR SIR:—On my return from the East this A. M. I find your favor of the 11th ult. advising me that I have been elected an honorary member of your association, for which courtesy I desire to thank you. As soon as I can get a few minutes to spare I will read over the rules of the association as also the pamphlet which you enclosed, and I have no doubt that I will find the object of your organization a good one.

Yours very truly,

DAVID BROWN, G. F. A.

Iowa Central Railway Company.  
Traffic Department.

MARSHALLTOWN, IA., Nov. 6, 1893.

R. W. WRIGHT, ESQ.,

Railway Agent's Ass'n, Cleveland, O.

DEAR SIR:—I beg to acknowledge receipt of your favor of Sept. 16th, enclosing a certificate of membership in your association until Dec. 31st, 1893, and for which please accept many thanks. I have read the pamphlet you sent me stating the object of your association, and I am fully convinced the organization should receive the support of all railway officials. In our department we are especially depending largely on the local ticket agent for our business, and I fully appreciate the importance of their position. Trusting the organization will have unbounded success and again thanking you, I am,

Yours truly,

THOS. P. BARRY, G. P. A.

Chicago & Alton R. R.  
Gen'l Pass. and Tkt Department.

CHICAGO, October 26, 1893.

R. W. WRIGHT, ESQ.,

Grand Sec'y & Treas., R. A. A., Cleveland, O.

DEAR SIR:—I beg to express my sincere thanks for the honor which has been done me in electing me an honorary member of the Railway Agents' Association. I had hoped to have had an opportunity of personally expressing my thanks to you when you were here the other day, but you got away in such a hurry, that I did not see you again.

Yours truly,

J. CHARLETON, G. P. & T. A.

The Missouri Pacific Railway Company.

ST. LOUIS, MO., Oct. 31, 1893.

MR. R. W. WRIGHT.

Grand Sec'y, R. A. A., Cleveland, O.

DEAR SIR:—Your kind favor of Sept. 16th, enclosing an honorary membership in your association, as well as a traveling card for the current year and a pamphlet setting forth the objects and policy of your organization, was duly received, but owing to several protracted trips since that time, have withheld acknowledging receipt until I should have an opportunity of looking over the pamphlet, etc. Have hurriedly looked through the book today, and the impression received therefrom is that the object of your association is a very

deserving and commendable one, and I wish you every success.

Yours truly,

H. C. TOWNSEND, G. P. & T. A.

The Cincinnati, Jackson & Mackinaw R'y Co.  
Office of Gen'l Fr't & Pass. Agt.

TOLEDO, O., Sept. 30, 1893.

R. W. WRIGHT, ESQ.,

Grand Sec'y R. A. A., Cleveland, O.

DEAR SIR:—I beg to acknowledge with thanks the receipt of your esteemed favor of the 11th inst., inclosing certificate of honorary membership in the Railway Agents' Association, and traveling card for the remainder of the current year. Wishing the association continued growth and success, I am,

Yours very truly,

T. C. M. SCHINDLER, G. F. & P. A.

### An Advocate of Organization.

THE following correspondence is self-explanatory. It is only one letter out of hundreds that are received from agents, both in and out of the association, and shows the sentiment of agents in regard to organization. The reply of the Grand Secretary is in line with the policy of the organization, and may be of interest to members. Certain it is that the present policy of the organization, if persisted in, will win in the long run, but we must have unanimity of action and something more than the half-hearted support which has been given the association by many members in the past:

R. W. Wright, Grand Secretary R. A. A.,  
Cleveland, O.

DEAR SIR.—In reply to yours of the 14th, I am afraid I shall not be able to be present at the Boston meeting. I have only one man, and he is not an operator. Relieving agents are busy elsewhere, and I don't expect a vacation until October, but I should be very glad to see a strong New England division formed. We must have something of the kind if we get justice on this road at least. It is the policy of the — if a vacancy or change comes to cut salaries. A number of such cases have occurred lately among the agents. Take my own case, for instance. My predecessor was paid \$1.50 per day and commission on express of about 25c. per day. I had to take the station at \$1.25 and commission, but was promised the \$1.50 at an early date. I have since had two small advances, but only receive \$4.50 for commission now, after nine years service, while in the meantime the earnings of the station have more than doubled. I learned telegraphy, and this has been made a regular telegraph station, and as it is single track, that means considerable more responsibility and work, but no more pay. No overtime is allowed or Sunday pay, while if a conductor, brakeman, engineer or fireman works overtime he is paid for it, some brakemen making from two to three times more than my salary. Why? They have a strong organization. They have



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NERVOUS AND  
DEBILITATED.**

From Whatever Cause, should write to

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cause, positively and forever, relieved from the blood by the use  
of **Safe, Time-tested Remedies.** Stiff and Swollen Joints and  
Rheumatism, the result of Blood Poison, Cured. **KIDNEY**  
and **URINARY** Complaints, Painful, Difficult, less fre-  
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DR. BRINLEY, MINNEAPOLIS, MINN.

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NO PAY.

NO MUSTACHE.  
NO PAY.

I will take Contracts to grow hair on the head or face with those who can call at my office or at the office of my agents, providing the head is not glossy, or the pores of the scalp not closed. Where the head is shiny or the pores closed, there is no cure. Call and be examined free of charge. If you cannot call, write to me. State the exact condition of the scalp and your occupation. Inclose six cents in stamps for answer. One good responsible agent wanted in every town, must give reference. Address,

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Because they combine the three most powerful NERVE FORCES,  
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remedy, Goff's Giant Globules cure Nervous and  
"Physical Debility, Vital Exhaustion, Premature Decay, Loss of  
Manhood, Palpitation of the heart, Fluttering, Trembling, Hy-  
steria, Nervousness in any form, Nervous Headache, Neuralgia,  
Cold Hands or Feet, Pain in the Back & all forms of WEAKNESS,  
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### Rules and Regulations Governing Freight Traffic

By Alfred L. Fraser, Chief Clerk, General Freight  
Traffic Office, N. Y. C. & H. R. R. R. A manual of practical  
information for Freight Agents, Receiving Clerk,  
Billing Clerks, Freight Conductors, and all employees  
connected with freight transportation. 203 pp., cloth.  
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**\$12** Buys a \$65.00 Improved Oxford Sling

**AGENTS KEEP** your eyes open for rare coins. I buy hundreds of dates and varieties, pay from 5 cents to \$7,000 over face value, such as \$1,000 for certain old dollars, \$10.50 for 1858 dollar; \$5.75 for 1853 quarter; \$1.00 for 1873 two cent piece, and numerous similar prices for coins if as required. Send two stamps for latest book.

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**ITCHING PILES** known by moisture like perspiration, cause intense itching when warm. This form and **BLIND BLEEDING or PROTRUDING PILES**

**YIELD AT ONCE TO  
DR. BO-SAN-KO'S PILE REMEDY,**  
which acts directly on parts affected,  
absorbs tumors, allays itching, effecting  
a permanent cure. Price 50c. Druggists  
or mail. Dr. Bosanko, Philadelphia, Pa.

**GEORGE MOORE,**  
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**Artificial Legs**  
NOW MADE.

332 N. Clinton st., Rochester, N. Y.

**CRUTCHES FOR SALE.**

*Reduced Prices to Comrades.*

I have no connection with any other firm in same business.





You remember that message you received to "report at my office at once," signed by the superintendent. How you rushed to your home, and donning your best hurried back to catch the train that would carry you to — what, you didn't know. How you builded fairy castles as the train rattled along. How you announced yourself at "the office" and were told to "be seated as the superintendent was busy"—how your heart thumped and thumped as you held your hat and studied the walls, and the ceiling, the wonderful charts and maps, saw the clerks come and go with papers and letters, in and out, and in and out, and those moments seemed hours until your name was called, and in a daze you followed your escort into the presence of the great man. How peace settled down on your being at the hearty hand shake and pleasant smile and greeting, and in your inmost heart you worshiped him as you did your own father. And how soon—too soon for you—the interview was over, and you held in your hands the letter that gave you promotion.

Do you remember the inward resolve you made, that if success crowned your efforts you would try and repay the kindness of that man, if in no other way than by extending to your fellowman the gentle courtesy exemplified by him? As you sit in your office today after years of service varied and exacting, one of the brightest spots of all that past, are those days filled with ambitious air castles, and the sunlight of those kind salutations which were so grandly bright are pictures more pleasantly real than all the honors that have been bestowed upon you since. Have you forgotten that pledge, and do you today make glad the heart of the humble worker? You can increase his recompense with a coin no mint can produce or counterfeit, the golden kindness that blesses and enriches the giver as well as he who receives. Do you do it?"

If yours experience has not taught you this lesson, and as you are traveling the way of life towards its sunset, and wish to add new laurels to your life, as well as success which position cannot give, pleasure that money cannot purchase, this way is open and clear, brighten the lives of your subordinates, and they will enthrone you in their hearts, and you will find a pleasure in the cares of office that will more than repay you in lightening the burden of duty and responsibility.

Oh! what a rush and push there is for place and power and pelf—all for the gold that we think will enhance our comfort and pleasure. And amidst it all the golden moments shine, too often unheeded, the present pleas-

cast aside, "We'll dig a little longer in the earth for gold and then we'll rest," we say, and fortunate we shall be if life be not too much deadened in the strife, or lost, before the wished for day arrives.

To those who are today at the bottom of the ladder, I would say, some day you shall assume the burdens of office, your day dreams picture that possibility in brightest colors. What a tinge of ambitious glory surrounds the very thought of the possibility, and you think realization must be assuredly more grand; mark well, the comfort and success of larger trust means the mastering of the thousands and thousands of little details which every day brings. Your dreams picture the outlines of the fairy castle, grand and beautiful in its proportions, towering toward the sky; thus we dream and thus we plan; but in realism to build beautiful structures or to paint beautiful pictures means conception of proportions and knowledge of details, it means days of patient and exacting thought and toil, but there is no greater or more perfect pleasure than the heartfelt satisfaction of deeds accomplished and duties well performed.

The Western Passenger association lines have agreed on a rate of \$65.50 from St. Paul and Missouri river points to California tourist points and return. The tickets will have a fifteen day transit limit and a final return limit to April 10. The same rate will prevail from Duluth and Ashland to Spokane and Portland.

#### Medals for the Reliable.

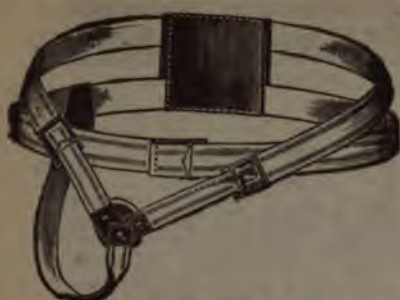
The Reliable Incubator & Brooder Co., of Quincy, Ill., have been awarded highest honors, medal and diploma on their incubator and brooder combined, and a medal for hot water brooder. This is a very gratifying award, as there were exhibited a large number of incubators. Singularly enough, however, the Reliable was the only incubator from the incubator city of Quincy that competed for the prize. We congratulate them on their success.

#### Always Mentioned.

Travelers via the popular Nickel Plate road never fail, when speaking of the pleasures of a trip over that line to compliment its dining car service.

The Union Pacific has given notice that to meet the action of its transcontinental competitors it will be compelled to pay regular commissions on October business east bound from California points. At the same time it renewed its assurance that its withdrawal from local associations did not mean that it intended to demoralize either rates or commissions





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Also Best Quality



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ladies' or gents' is desired. Raymond, Bunn and 17 jewel adjusted Hampden in same case for \$24.00, including chain, on same terms as above.

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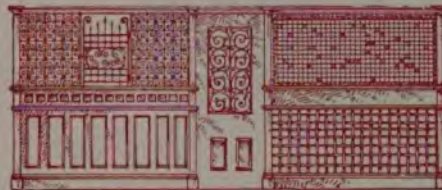
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### PURE IRON ORE PAINTS.

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Graphite is recommended particularly for covering iron and steel roofing and siding,  
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and iron construction work. Graphite being a form of carbon cannot be affected by acid, alkali,  
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For Sale by  
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When dear old Sam. Johnson read or uttered this, hours were hardly as valuable as minutes are now, and minutes as seconds. Split Seconds were unheard of, and instead of the fast Express, the lumbering Stage Coach. Now, a second, and instead of the loss of thousands, people of those days had only the loss of one hundred and thousands, and may mean life or death. Any perhaps hundreds of thousands, and may mean life or death. Any way you take it, seconds mean money; therefore, the purchase of a

DUEBER-HAMPDEN 17 JEWEL WATCH is almost a necessity, and you will bless the day when you received this paper to remind you of it. Remember that the DUEBER-HAMPDEN WATCH has for years held its own against the most determined efforts and unscrupulous tricks of the Combine to displace it from popular favor.

The **DUEBER** WATCH WORKS,  
CANTON, O.



all, and more than all, that has been claimed for them in Fourth of July orations. It must be added, with regret, that the soil which produces enormous crops has also borne a generous yield of demagogues and theorists. Men who have never done anything to benefit the country manage to get themselves elected to Congress, and do all in their power to injure it. Granting that their intentions may be good, their stubborn refusal to look at facts and their idolatrous devotion to theories make them blind leaders of the blind. An ignorant foreigner may, and often does, acquire a great deal of sound, practical information, but a scholar who has been drilled into repeating a few shibboleths, and who never concedes the fallibility of his instructors or text-books, is a hopeless case. Many of the alleged statesmen who seem to overturn the economic system of the Union can write and speak with facility and good taste. It is to be regretted that they should wish to legislate against America and for Europe.

On no question were the early statesmen of the republic more thoroughly united than on the propriety of guarding home industries against the competition of European products. From the act of 1789 downwards there has never been a schedule of imports that did not recognize this principle. Yet so-called statesmanship continually brings forth speeches and essays threatening a change so radical as to be revolutionary. Exactly what will be done, nobody knows; but the fear that many duties will be abolished or greatly reduced has excited serious dread. Large orders have been withheld by men who look for cheaper prices, and new construction has been postponed by manufacturers who find it impossible to keep their existing plant in full operation. It is argued that revenue conditions will demand a conservative policy; that local interests will defeat radical alterations; that an extreme low tariff measure would be amended in the senate, and that the conservative views of the President would not permit him to sign a bill likely to work serious injury to our manufactures. There is great force in these arguments. Nevertheless a vague fear that some radical scheme will be devised has exerted a bad influence. When mills shut down or run on half time, wages of operatives are cut off or reduced. In consequence the purchases of food and clothing are lessened, the standard of living declines, the merchant finds it harder to obtain payment, the landlord finds it more difficult to collect his rents. The effect of industrial depression on railways may be seen in the reduced freight earnings of many lines.

If factories are closed the demand for coal necessarily slackens. If railways postpone extensions and orders for rolling stock, the lumbermen and the ore miners suffer in consequence. The Union has had a taste of what might happen in case extremists saw fit to sacrifice the interests of this country to those of producers east of the Atlantic.

Truth is often to be found in a paradox, but the claim that American wage earners are to be benefited in consequence of excessive importations of foreign-made goods, or that farmers are to reap fortunes under a policy that will lessen the purchasing power of every manufacturing town, is too absurd to stand prolonged criticism. Unfortunately, while the average man can see its absurdity, the college bred theorist is often supremely indifferent to such trifles as idle factories and silent mines. A more plausible measure is that of an income tax. The plea of taxing all men who have dared to prosper is hailed with delight, especially in localities that owe their very existence to capitalists along the seaboard, and frequently continue to owe both interest and principal many years after the loans were negotiated. One shudders at the bare thought of the eloquent appeals that will soon be made in favor of taking the burden of taxation from the shoulders of the poor, and forcing the wealthy miser to unloose the strings of his wallet. This country has tried the income tax experiment, and has found that no tax is really so unfair. Honest men pay what is due, while dishonest men find that no tax can so easily be evaded. Income taxation might conceivably be adapted to a community where all men were scrupulous, but at present there is no reason why Congress should re-establish a system that puts a premium on false oaths and imposes an additional temptation on men who endeavor to pay their lawful obligations. If the experiment had never been tried, or if its advocates were only to be found in juvenile debating schools, the case would be less surprising, but full grown men who can remember the former income-tax laws seek to restore them. Such a policy would lead foreign investors to pause and see what folly was next to be brought on the carpet. Often a bad law is so powerfully entrenched that reformers can not blot it from the statute book. But to deliberately return to a law that proved its own weakness is to discredit America in the eyes of Europe.

A third scheme that is now meeting with favor among divers congressmen is the proposition to tax the shares of corporations engaged in interstate traffic. For years the west



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### A Remarkable Record.

UNDER the above caption the Philadelphia *Inquirer* says: The World's Fair has ended, and all of its glories are but a memory. There are some things about the exhibition, however, that will not soon be forgotten. The Pennsylvania railroad has made a record which is of more valuable than a train load of first-class medals, and it is not a new one either. All Pennsylvanians remember with pride that during the Centennial the Pennsylvania railroad carried millions of people to the exhibition without injuring a passenger. This year its passengers to Chicago were not so numerous, but the mileage was a great deal more, and again the brilliant record is made that not a single passenger was lost of all the multitude carried an average of nearly a thousand miles each. This has been an unfortunate year for accidents. Hundreds of pleasure seekers have been lost in the most horrible kinds of collisions, but with that perfection of train service that has made the name of the Pennsylvania railroad a synonym all over the world for safety the patrons of that line went to Chicago and back in the most perfect safety.

This is a record that the company and citizens of the state can take great pride in, for the Pennsylvania is a Pennsylvania concern. Originally begun by the state, the road was turned over to a private corporation which has brought it to a state of development never reached by any similar company in the world. Nowhere do travelers get such comfort or so great a degree of safety. In fact it is as safe to ride on the Pennsylvania railroad as it is to stay at home—and in some respects greater.

### Completion of Busk Tunnel, Colorado Midland Railway

AFTER more than three years of continuous work from both sides of a mountain in the heart of the Rockies, the two bodies of workmen have met and the great Busk tunnel of the Colorado Midland Railway, 9,393 feet long, is completed. In the original construction of the road (now part of the Atchison, Topeka & Santa Fe system) it was thought best to cross the summit of the range by the construction of the Hagerman tunnel, a comparatively short bore of 2,064 feet, but pierced at the remarkable elevation of 11,528 feet above the sea—the highest point reached by any railway in the country, with the exception of a branch of the Union Pacific crossing Alpine Pass at an elevation of about 62 feet greater, which has not been in operation for several years. But to reach the Hagerman tunnel the line is compelled to take an exceedingly tortuous course with heavy grades, making it expensive and tedious to operate, while by the construction of a longer tunnel, commencing at Busk, 723 feet lower down, it would have been possible to save seven miles of roadway and track, and obtain a straight line with moderate grade in place of the winding climb of

10½ miles between Busk and Ivanhoe. After the road had been in operation a few years, it was determined to make the costly change as a matter of ultimate economy, and the Busk tunnel, 1.8 mile long, built at a cost of about \$1,250,000, is now the complete result of that decision. Some time will be required for preparing the tunnel and its approaches for regular travel, but it will soon be put into service, effecting an important saving in time and operating expenses on this branch of the Santa Fe System.

Mr. C. S. Fee, G. P. A., Nor. Pac. Ry., introduced the following resolution at the convention of the General Passenger and Ticket Agents Association:

*Resolved*, That on coupon tickets printed hereafter the clause in regard to stop-overs be changed to read as follows: "No stop-over will be allowed unless permitted by local regulations of lines over which this ticket reads and no agent is authorized to make any representations as to what such regulations are."

In comment thereon, *The Railway Age* Says:

"The abolition of the stop-over privilege recently inaugurated has diminished one of the most fruitful sources of ticket scalping frauds, and the reform ought not to be hampered by any lack of good faith in carrying it out. It would appear that agents have in some cases undertaken to influence travelers by representing that stop-overs would be given notwithstanding the prohibitory agreement."

It would seem to us far better to give the agent the privilege of giving correct information as to stop overs and hold him personally responsible for any misrepresentation.

It does not seem consistent that an agent should be prohibited from giving full information to passengers.

If certain railways over which a through coupon ticket reads, allow stop overs to holders of such tickets such persons are entitled to the proper information.

The resolution does not abolish stop over privileges. Limited tickets would obviate the necessity of this suppression of lawful information.

## Valley Railway.

Depot Foot of South Water Street.

City Office, 143 Superior Street.

	Arrive.	Depart.
Akron and Canton.....	6:40 pm	7:10 am
Akron, Canton and Valley Jc.....	10:10 am	3:15 pm
Valley Junction and Way Stations..	6:40 pm	7:10 am
Akron, Canton and Chicago.....	8:00 am	6:30 pm
Wooster and Garrett .....	3:00 pm	11:00 am
Wooster .....		6:30 pm
Akron, Canton and Marietta.....	3:00 pm	11:00 am
Steubenville, Wheeling, Washington, D. C., and Baltimore.....	3:00 pm	11:00 am

†Daily except Sunday. \*Daily. Pullman vestibule compartment sleeping cars between Cleveland and Chicago.

[The above time card was received too late for correction in its regular place.]



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**Cleveland, Canton & Southern R. R.**

City Ticket Office 141 Superior St.

STATION: ONTARIO ST., OPPOSITE HURON ST.

	Arrive.	Depart.
Canton, Coshocton, Zanesville.....	12 00 AM	7 00 AM
Canton, Coshocton, Zanesville.....	6 30 PM	3 00 PM
Canton-Kent.....	9 35 AM	6 05 PM
Kent.....	10 10 AM	5 45 AM

Suburban trains for Newburg and Bedford leave 6:05, 7:00, 8:55, 11:10 A. M., 1:30, 3:07, 4:55, 10:54, 6:05 P. M. Arrive 6:00, 7:10, 8:10, 9:35, 10:00 A. M., 12:00 M., 1:05, 4:10, 6:30 P. M. Chagrin Falls—trains leave: 6:05, 8:55, 11:10 A. M., 1:30, 4:55 P. M. Sunday only: 5:45 P. M. Arrive 6:00, 7:10, 10:00 A. M., 1:05, 4:10 P. M. Sunday only: 8:10 A. M. Theater train for Chagrin Falls and way stations Monday, Wednesday and Saturday leaves 10:15 P. M.

Trains marked \*daily. All others daily except Sunday.

**Valley Railway.**

Depot Foot of South Water Street.

City Office, 143 Superior Street.

	Arrive.	Depart.
Akron and Canton.....	6:40 pm	7:10 am
Akron, Canton and Valley Jc.....	10:10 am	1:15 pm
Valley Junction and Way Stations.....	6:40 pm	7:10 am
Akron, Canton and Chicago.....	8:00 am	6:30 pm
Akron, Wooster and Chicago.....	7:10 pm	10:30 am
Wooster.....		6:30 pm
Akron, Canton and Marietta.....	2:25 pm	11:15 am
Steubenville, Wheeling, Washing- ton, D. C., and Baltimore.....	2:25 pm	11:15 am

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" GLENWOOD.....	2 00 a. m.	" SEATTLE.....	8 30 p. m.
" ELBOW LAKE.....	3 46 a. m.	" NEW WHATCOM.....	9 00 a. m.
" HANKINSON.....	5 47 a. m.	" VICTORIA.....	3 00 a. m.
" ENDERLIN.....	8 25 a. m.	" VANCOUVER.....	9 30 a. m.
" VALLEY CITY.....	9 46 a. m.	" KAMLOOPS.....	3 35 a. m.
" CARRINGTON.....	12 44 p. m.	" REVELSTOKE.....	10 00 a. m.
" HARVEY.....	2 35 p. m.	" GLACIER.....	12 40 p. m.
" MINOT.....	5 26 p. m.	" DONALD.....	4 25 p. m.
" PORTAL.....	8 30 p. m.	" BANFF HOT SPRINGS.....	10 25 p. m.
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Lve. MOOSE JAW.....	4 30 a. m.	" MOOSE JAW.....	9 30 p. m.
" CALGARY.....	12 50 a. m.	Lve. BRANDON.....	11 00 a. m.
" BANFF HOT SPRINGS.....	5 20 a. m.	Lve. PORTAL.....	7 30 a. m.
" DONALD.....	12 15 p. m.	" MINOT.....	10 30 a. m.
" GLACIER.....	1 55 p. m.	" HARVEY.....	1 10 p. m.
" REVELSTOKE.....	4 55 p. m.	" CARRINGTON.....	3 06 p. m.
" KAMLOOPS.....	11 25 p. m.	" VALLEY CITY.....	5 47 p. m.
" VANCOUVER.....	3 30 p. m.	" ENDERLIN.....	7 30 p. m.
" VICTORIA.....	9 30 p. m.	" HANKINSON.....	9 43 p. m.
" NEW WHATCOM.....	1 00 p. m.	" ELBOW LAKE.....	11 38 p. m.
" SEATTLE.....	11 30 p. m.	" GLENWOOD.....	1 50 a. m.
" TACOMA.....	8 00 a. m.	" PAYNESVILLE.....	3 45 a. m.
" PORTLAND.....	4 00 p. m.	" MINNEAPOLIS.....	8 00 a. m.
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*WILLIAM H. JOYCE, G. F. A., P. R. R.*



New York is perhaps one of the most cosmopolitan cities in the world, and the French, the German, and the Irish types have been freely mingled with the Anglo-Saxon ones; while some account must be taken of the Knickerbocker aristocracy—that is to say, of the descendants of the old Dutch settlers. The expert in character will at once be able to distinguish between a young lady from Manhattan and one who hails from Pennsylvania or Maryland; while journeying further West another type of American girlhood makes herself manifest in Ohio and Michigan, and so soon as the Rocky Mountains are crossed and the descent of the Pacific slope is begun yet another wholly independent type of the feminine makes its appearance. Nor, finally would the study of the American daughter of Eve be complete by even the minutest observation of the girls of the Eastern, the Middle, and the Western States. There remains the Southern girl to be dealt with; and when we approach that charming type of feminine humanity it will be found that the girls of Kentucky, those of the Carolinas, and the belles of Louisiana, Alabama, and Georgia differ among themselves quite as widely as does a Parisienne from a Provençale.

On the whole, if the American girl is to be thoroughly studied, the European student should live long in the States or make many recurring visits thereto. The existing and most current types of the American female are either stupidly conventional or wildly exaggerated, and in most cases are altogether misunderstood.

#### EARLY FALL DRESSMAKING.

No startling changes will announce itself before mid winter says the *Ladie's Home Journal* and it is not expected that even then anything very different will appear. The quantity of velvet that will be worn this season will make a difference in the appearance of costumes, and by this time extreme styles have been toned down and the best of all, in the modiste's eyes, retained. Black is fashionable with all colors, especially in velvet or satin, and contrasting colors are more fashionable than costumes of one color. This is a gala day for those obliged to remodel gowns as materials and colors are both combined in many ways. With velvet and satin as a standby for accessories no one can go astray in "making old clothes look like new."

Sleeves are full and wide but not high. The general average for a shoulder seam in

length is now three inches and a half. Buttons will be used and show more on the front of bodices than they have done in several seasons. Many fall suits will consist of a cape, skirt and sleeveless jacket of woolen goods, with waist of changable silk. A narrow belt makes a waist look longer and smaller. Too tight a sleeve at the wrist makes the hand look large and keeps them red from impeded circulation. Put a pocket nowadays in the right hand back seam of the gored or bell skirt. Remember that accordion-plaited chiffon waists in black are very stylish to wear with black or colored skirts, and are made over a surah or taffeta lining, with jet gallon for the collar, wrists, belt and as suspended tabs ending in a fringe at the bust; or if the wearer is very slender a pretty trimming is a deep jet fringe outlining a yoke and dropping to the waist-line in the Empire fashion. Fur will be a much worn and very stylish trimming, especially in brown, half-long skins. Passementerie is out of favor, except in jet. For slender figures there is a fancy at present for trimming the four-yard skirts twelve inches below the waist-line with a bias fold, narrow ruffle, plaiting of ribbon or a twist of velvet, leaving the lower edge plain. Ordinary skirts are frequently trimmed with three rows of stitching four inches above the bottom, simulating a hem. Bands of open work, light weight jet are placed over bias velvet a trifle wider as a skirt decoration, but this seems like an excess of garnitures on one article. For a black silk skirt three narrow bands of lace insertion, with a color set underneath, matching the bodice trimmings, are effective.

When broad across the hips do not confine the gathers at the back of your skirt in too small a space. Neither have the front or sides of too close a fit. A tablier or panel front gives a taller appearance, and is rapidly returning to fashion again. This is always of a contrasting material, and is twenty inches wide at the bottom and fourteen at the top, with two or four darts at the belt, according to the shape of the figure. Unless very tall a stout figure looks better without any trimming on the lower edge of the skirt. Wear the puffed sleeves with moderation, guiding the scissors when cut out. Avoid too high a collar; have the darts very tapering at the waist-line, and the back one very much on the bias. If over thirty inches waist measure and forty-two inches bust use a bodice pattern having two narrow side gores in place of one; all pattern houses issue such a design.

The subject of pure wool versus cotton and wool is too extensive to be spoken of at any



As it was an event of tremendous importance to the race, I ask you to bear with me while I read from Charles Francis Adams, "Railroads, their Origin and Problems," a vivid and interesting account of not only that day, but of a preceding experimental trip by one who rode with Stephenson on his little five-ton locomotive (locomotives now weigh from fifty to eighty tons), and who died only a few weeks ago. In fact, we have in the Lake Shore office building an official (Addison Hills), now nearly eighty-six, who was twenty-three years old when the world's first railroad was opened.

Mr. Adams says, "At just that time (August, 1830) it chanced that the celebrated actor, John Kemble, was playing at Liverpool with his daughter, better known in this country as Mrs. Fanny Kemble Butler. (Mrs. Butler died January 16, 1893, aged eighty-three. C. P. L.)

"The extraordinary social advantages the Kemble family enjoyed gave them opportunities seldom enjoyed by ordinary mortals. They and George Stephenson were the lions of the hour, and so, naturally, came together. The young actress has since published her impressions, jotted down at the time, of the old engineer. Her account of a ride side by side with George Stephenson, on the seat of his locomotive, over the as yet unopened road, is one of the most interesting and life-like records of the man and the enterprise. The introduction is Mrs. Butler's own, written in 1876—forty-six years after the experience.

(It is passing strange that this, perhaps the most important episode in Mrs. Butler's life, has not been referred to in all the obituaries published since her death. C. P. L.)

#### MRS. BUTLER'S INTRODUCTION.

"While we were acting at Liverpool an experimental trip was proposed upon the line of railway which was being constructed between Liverpool and Manchester, the first mesh of that amazing iron net which now covers the whole surface of England and all civilized portions of the earth. The Liverpool merchants, whose far-sighted self interest prompted to wise liberality, had accepted the risk of George Stephenson's magnificent experiment, which the Committee of Inquiry of the House of Commons had rejected for the government. These men, of less intellectual culture than the parliament members, had the adventurous imagination proper to great speculators, which is the poetry of the counting house and wharf, and were better able to receive the enthusiastic infection of the great projector's sanguine hope than the Westminster committee. They were exultant and triumphant at the near completion of the work, though, of course, not without some misgivings as to the eventual success of the stupendous enterprise. My father knew several of the gentlemen most

deeply interested in the undertaking, and Stephenson having proposed a trial trip as far as the fifteen-mile viaduct, they, with infinite kindness, invited him and permitted me to accompany them, allowing me, moreover, the place which I felt to be one of supreme honor, by the side of Stephenson. All that wonderful history, as much more interesting than a romance as truth is stranger than fiction, which Mr. Smiles' biography of the projector has given in so attractive a form to the world, I then heard from his own lips. He was rather a stern-featured man, with a dark and deeply marked countenance; his speech was strongly inflected with his native Northumbrian accent, but the fascination of that story told by himself, while his tame dragon flew panting along the iron pathway with us, passed the first reading of the Arabian Nights, the incidents of which it almost seemed to recall. He was wonderfully condescending and kind, in answering all the questions of my eager ignorance, and I listened to him with eyes brimful of warm tears of sympathy and enthusiasm, as he told me of all his alternations of hope and fear, of his many trials and disappointments, related with fine scorn how the "parliament men had badgered and buffed him with their book knowledge, and how, when at last they had smothered the irrepressible prophecy of his genius in the quaking depths of Chat Moss, he had exclaimed, 'Did ye ever see a boat float on water? I will make my road float upon Chat Moss!' The well read parliament men (some of whom, perhaps, wished for no railways near their parks and pleasure grounds) could not believe the miracle, but the shrewd Liverpool merchants, helped to their faith by a great vision of immense gain, did; and so the railroad was made, and I took this memorable ride by the side of its maker, and would not have exchanged the honor and pleasure of it for one of the shares in the speculation."

#### MISS KEMBLE'S LETTER.

LIVERPOOL, Aug. 26th, 1830.

MY DEAR H—:—A common sheet of paper is enough for love, but a foolscap extra can only contain a railroad and my ecstasies. There was once a man born at Newcastle-upon-Tyne, who was a common coal digger; this man had an immense constructiveness, which displayed itself in pulling his watch to pieces and putting it together again; in making a pair of shoes when he happened to be some days without occupation; finally,—here there is a great gap in my story—it brought him in the capacity of an engineer before a committee of the House of Commons, with his head full of plans for constructing a railroad from Liverpool to Manchester. It so happened that to the quickest and most powerful perceptions and conceptions, to the most indefatigable industry and perseverance, and the most accurate knowledge of the phenomena of nature as they affect his peculiar labors, this man joined an utter want of the 'gift of gab'; he could no more explain to others what he meant to do and how he meant to do it than he could fly, and therefore the members of the House of Commons, after saying, 'There is a rock to be excavated to the depth of more



the house-mother, while a low, sweet voice, that excellent thing in a woman, greets him with words that ripple over the fevered spirit like cool water. The man who can nurse a bad temper after that deserves to smart for it. There is no place on earth into which a man can go with such perfect assurance that he will feel the shadow of healing as into such a home as that. It is the very gate of heaven.

—*Selected.*

#### PARENTAL EXAMPLE.

Parents habitual conduct has more influence upon their children than their most positive precepts. If parents neglect to govern their own tongues, children will neglect to govern theirs. If parents neglect to govern their own tempers, the children will neglect to govern theirs. If parents neglect to treat their superiors, inferiors and equals with proper respect, children will follow their ill example. If parents disregard and violate the Sabbath, children will do the same. If parents trample on the laws of the land, the children will be unwholesome members of society. If parents are given to vanity, children will become still more vain in their feelings and appearance. In short, children will be more influenced by the example of their parents than by all their instructions and restraints. It is the want of good example more than anything else that so often defeats parental instruction.

—*Golden Censer.*

#### THINGS A WOMAN CAN DO.

Of the modern daughter of Eve a Boston paper says:

She can say "no" in such a low voice that it means "yes."

She can do more in a minute than a man can do in an hour, and do it better.

Six of them can talk at once and get along first rate, and no two men can do that.

She can throw a stone with a curve that would be a fortune to a base ball thrower.

She can safely stick fifty pins in her dress while he is getting one under his thumb nail.

She can appreciate a kiss from her husband seventy-five years after the marriage ceremony was performed.

She can come to a conclusion without the slightest trouble of reasoning on it, and no sane man can do that.

She can walk half a night with a colicky baby in her arms without once impressing the desire of murdering the infant.

She is as cool as a cucumber in a half dozen tight dresses and skirts, while a man will sweat and fume and growl in a loose shirt.

She can talk as sweet as peaches and cream to the woman she hates, while two men would be pounding each other's head before they had exchanged ten words.

She can drive a man crazy in twenty-four hours and then bring him to paradise in two seconds by simply tickling him under the chin, and there does not live that mortal son of Adam's misery who can do it.

#### Our General Freight Agents.

**WILLIAM HENRY JOYCE**, general freight agent of the Pennsylvania railroad, whose picture we place as a frontis illustration in this issue, was born at Baltimore, Md., September, 1854. Mr. Joyce entered the railway service when fifteen years of age, commencing with the Northern Central railway as clerk in their local freight office at Philadelphia. In 1874 he was promoted to a clerkship in the general freight office of that company. In 1878 was again promoted to the position of chief clerk, and in 1882 was made division freight agent of the Northern Central and Baltimore and Potomac. In July, 1885, he accepted service with the Pennsylvania railroad as coal freight agent, a very responsible position, as the coal interests of that company were very large. In 1888 Mr. Joyce was made general freight agent of the P. R. R.

Comparatively a young man, not yet turned the fortieth milestone of life, he has won his promotion and recognition through years of application to the intricate detail of freight traffic.

The "Senior Class" in the great school of railroading to-day are those who have passed through all the lower grades.

The wonderful combinations of facts and figures, the intricate mechanism of the freight traffic of our great railway systems, as they touch and are influenced by their surroundings, other railways and business enterprises, as well as legal requirements and restrictions, require master minds—generals and minor officers—trained and harmonious in action to accomplish successful results.

The Pennsylvania railroad, one of the oldest in the land, have adhered to the policy of promotion from the ranks.

They show their farsightedness therein, for there are embryo presidents and general officers among their minor employees to-day, and every one of them bears the burden of small pay and long hours cheerfully, for they feel, that aside from the salary, they are appreciated, and will be awarded more substantially when opportunity offers. And to be a general in that well drilled army, "the P. R. R.," is an honor around the world.



deep valley. Stephenson made me alight and led me down to the bottom of this ravine, over which, in order to keep his road level, he has thrown a magnificent viaduct of nine arches, the middle one of which is seventy feet high, through which we saw the whole of this beautiful little valley. It was lovely and wonderful beyond all words. He here told me many curious things respecting this ravine; how he believed the Mersey had once rolled through it; how the soil had proved so unfavorable for the foundation of his bridge that it was built upon piles, which had been driven into the earth to an enormous depth; how while digging for a foundation he had come to a tree bedded in the earth fourteen feet below the surface of the ground; how tides are caused, and how another flood might be caused; all of which I have remembered and noted down at much greater length than I can enter upon it here. He explained to me the whole construction of the steam engine, and said he could soon make a famous engineer of me, which, considering the wonderful things he has achieved, I dare not say is impossible. His way of explaining himself is peculiar, but very striking, and I understood without difficulty all that he said to me. We then rejoined the rest of the party, and the engine having received its supply of water, the carriage was placed behind it, for it cannot turn, and was set off at its utmost speed, thirty-five miles an hour, swifter than a bird flies (for they tried the experiment with a snipe). You cannot conceive what that sensation of cutting the air was; the motion is as smooth as possible too. I could either have read or written, and as it was I stood up and, with my bonnet off, 'drank the air before me.' The wind, which was strong, or perhaps the force of our own thrusting against it, absolutely weighed my eyelids down.

"When I closed my eyes this sensation of flying was quite delightful and strange beyond description; yet, strange as it was, I had a perfect sense of security and not the slightest fear. At one time, to exhibit the power of the engine, having met another steam carriage which was unsupplied with water, Mr. Stephenson caused it to be fastened in front of ours; moreover, a wagon laden with timber was also chained to us, and thus propelling the idle steam engine and dragging the loaded wagon which was beside it, and our own carriage full of people behind, this brave little she dragon of ours flew on. Farther on she met three carts, which, being fastened in front of her, she pushed on before her without the slightest delay or difficulty; when I add that this pretty little creature can run with equal facility either backwards or forwards, I believe I have given you an account of all her capacities.

"Now for a word or two about the master of these marvels, with whom I am most horribly in love. He is a man from fifty to fifty-five years of age; his face is fine, though careworn, and bears an expression of deep thoughtfulness; his mode of explaining his ideas is peculiar and very original, striking and forcible; and although his accent indicates strongly his north country birth, his language has not the slightest touch of vulgarity or coarseness. He has certainly turned my head. Four years have sufficed to bring this great undertaking to an

end. The railroad will be opened upon the fifteenth of next month. The Duke of Wellington is coming down to be present on the occasion, and I suppose that, with the thousands of spectators and the novelty of the spectacle, there will never have been a scene of more striking interest. The whole cost of the work, including the engines and carriages, will have been eight hundred and thirty thousand pounds, and it is already worth double that sum. The directors have kindly offered us three places for the opening, which is a great favor, for people are bidding almost anything for a place, I understand."

Then Mr. Adams goes on to say:—

"It only remained to successfully carry out on the fifteenth the programme thus carefully laid down. Of their ability to do so the directors of the company probably entertained little doubt. Yet there were circumstances connected with the then condition of public affairs which might well have occasioned them some uneasiness. Never in modern times had England passed through a sadder or more anxious period than that during which the Manchester & Liverpool road was built. The great reaction which naturally followed the close of the long Napoleonic wars was coming to a close, and the patience of all and the endurance of many were thoroughly worn out. The suffering of the poorer classes, especially in the manufacturing districts, was extremely severe, and the consequent popular discontent so great that even the semblance of order was with difficulty preserved. Half the counties in England were nightly illumined by incendiary fires. A fierce political agitation was also raging. The Duke of Wellington was prime minister. The cry for parliamentary reform was loud, and against any compliance with that cry the prime minister had set his face like a flint. From being the most popular man in the kingdom, he had become the most unpopular. He lived in constant danger of being hustled wherever he showed himself, even if he escaped mobbing. And now this man, hard, ungracious in manner, unyielding as iron, the object of intense popular odium, was coming down into the very hotbed of suffering and agitation to take the prominent part,—to be the guest of honor upon an occasion which was sure to call out the entire mass of the population. Whether the directors of the company realized it or no, the experiment was a perilous one. In spite of every precaution the day might not improbably end in a riot,—possibly in a revolution. At last it came, and the contemporaneous reporter has left of it the following account:

(This revulsion of popular feeling against the Duke of Wellington, who, only fifteen years before had demonstrated to Napoleon, at Waterloo, that he (Napoleon) was fighting one battle too many, thereby becoming the idol of England, shows conclusively two things—first, the fickleness of vox populi, and second, that a great military leader may be a mighty poor statesman,—a misfit, so to speak. C. P. L.)

Smiles' Life of George Stephenson gives a vivid, concise account of the opening of the



ster & Liverpool railroad, September 30:

length the line was finished and ready for public opening, which took place on the 1st of September, 1830, and attracted a number of spectators from all parts of the country. The completion of the railway was highly regarded as an important national event, and the ceremony of its opening was celebrated accordingly. The Duke of Wellington, prime minister, Sir Robert Peel, Secretary of State, Mr. Huskisson, one of the members for Liverpool and an earnest supporter of the project from its commencement, among the number of distinguished persons present.

Eight locomotive engines, constructed at Stephenson works, had been delivered and put upon the line, the whole of which had been tested weeks before with perfect success. The several trains of carriages loaded in all about six hundred persons. The 'Northumbrian' engine, driven by Stephenson himself, headed the line; then followed the 'Phoenix,' driven by Robert Stephenson; the 'North Star,' by Robert Stephenson, Sr., (brother of George); the 'Rocket,' by Joseph Locke; the 'Dart,' by L. Gooch; the 'Comet,' by William Adams; the 'Arrow,' by Fredrick Swanwick; the 'Meteor,' by Anthony Harding. The train was cheered in its progress by thousands of spectators—through the deep ravine of Mount; up the Sutton Incline; over the Sankey viaduct, beneath which a great number of persons assembled, carriages filled with passengers, and barges crowding the river below gazing with wonder and admiration at the trains which sped along far above their heads, at the rate of twenty-four miles an hour.

On the river side, about seventeen miles from Liverpool, the engines stopped to take in water, where a deplorable accident occurred to the illustrious visitors, which threw a shadow over the subsequent proceedings of the day. The 'Northumbrian' engine, carrying the Duke of Wellington, was drawn up on one line, in order to pass in review before him and his party. Mr. Huskisson had alighted from the train and was standing on the opposite side of the line, which the 'Rocket' was observed crossing. At this moment the Duke of Wellington, between whom and Mr. Huskisson a coolness had existed, made a sign to the Duke and held out his hand. A hurriedly grasp was given, and before the Duke had time to withdraw his hand, there was a general cry from the Duke's side, 'Get in, get in!' Flurried and alarmed, Mr. Huskisson endeavored to pass through the open door of the carriage, which was over the opposite rail, but in so doing he was struck down by the 'Rocket,' and with his leg doubled across the carriage was instantly crushed. His first cry raised were, 'I have met my death,' which unhappily proved true, for he expired the same evening in the parsonage of which he was cited at the time as a remarkable instance. The 'Northumbrian' engine, driven by George Stephenson himself, con-

veyed the wounded body of the unfortunate gentleman a distance of about fifteen miles in twenty-five minutes, or at the rate of thirty-six miles an hour. This incredible speed burst upon the world with the effect of a new and unlooked for phenomenon.

"The accident threw a gloom over the rest of the day's proceedings. The Duke of Wellington and Sir Robert Peel expressed a wish that the procession should return to Liverpool. It was, however, represented to them that a vast concourse of people had assembled at Manchester to witness the arrival of the trains, that report would exaggerate the mischief if they did not complete the journey, and that a false panic on that day might seriously affect future railway traveling and the value of the company's property. The party consented accordingly to proceed to Manchester, but on the understanding that they should return as soon as possible and refrain from farther festivity.

"As the trains approached Manchester crowds of people were found covering the banks, the slopes of the cuttings, and even the railway itself. The multitude, become impatient and excited by the rumors which had reached them, had outflanked the military, and all order was at an end. The people clamored about the carriages, holding on by the door handles, and many were tumbled over, but, happily, no fatal accident occurred. At the Manchester station the political element began to display itself; placards about 'Peterloo,' etc., were exhibited, and brickbats were thrown at the carriages containing the Duke. On the trains coming to a stand in the Manchester station, the Duke did not descend, but remained seated, shaking hands with women and children who were pushed forward by the crowd. Shortly after the trains returned to Liverpool, which they reached after considerable delays late at night."

It must have been a terrible blow to Stephenson to have his best, most powerful friend in his long parliamentary struggle (for Mr. Huskisson was M. P. from Liverpool), also in the board of directors of the railroad company, thus struck down and killed by Stephenson's first born multitubular boiler locomotive, "The Rocket," on this, the proudest day of his life, the beginning of an imperishable fame.

While the railroad was not in the slightest degree responsible for this sad accident, it was so held, and the Duke of Wellington did not enter a railway car again until 1843, thirteen years afterwards.

Before leaving George Stephenson and the birth of the railroad, let us glance at the Himalayan difficulties he surmounted; the powerful opposition he finally, after a struggle of five years, almost single handed, overcame. He was handicapped with lack of education, learning to read at a night school after he was eighteen years old. Then he had such a strong, unintelligible Northumbrian dialect, it was



difficult to understand him, so much so that when, under his severe cross-examination before a parliamentary committee, he was asked if he was a foreigner.

When he energetically avowed that he could make a locomotive go twelve miles an hour, they called him either a fool or a madman. In fact, the two or three friends and backers he had, said if he talked more than ten miles an hour they would desert him, he certainly would kill the project. One member tried to crush him with this question,—“Suppose, now, one of these engines to be going along a railroad at nine or ten miles an hour, and a cow were to stray upon the line and get in the way of the engine, would not that, think you, be a very awkward circumstance?”

“Yes,” replied Stephenson, with a twinkle in his eye, “very awkward for the cow.” The honorable member changed the line of examination. (It happened to be an M. P. who got in the way of the engine,) and it resulted in being as sadly awkward to him as in the supposed case of the “cow.” C. P. L.)

The first struggle before Parliament lasted from March 25th to May 30th, 1825, and the permission for building the road was lost by a committee vote of 19 to 13. This was probably the most severe trial that George Stephenson underwent in the whole course of his life. But he was only “cast down, not destroyed.” Ten months later, March 16, 1826, a second attempt before Parliament was carried through by a vote of 88 to 41. The company, however, had to agree to employ other engineers than Geo. Stephenson to make the survey. A few years later, during the wild period of railway construction and speculation, led by George Hudson, Stephenson was besought night and day to only lend his name as Consulting Engineer, and to name his salary.

Some of the evils predicted if the railroad was suffered to go on are very amusing now.

“It would prevent the cows grazing and hens laying, while horses would be driven distracted. The poisoned air from the locomotives would kill the birds that flew over them, and render it impossible to keep pheasants and foxes. Houses would be burned by the fire from the locomotives, while the air would be polluted by clouds of smoke.

“There would be no longer any use for horses, and if railways extended, the horse would become extinct, and oats and hay worthless; country inns would be ruined; boilers would blow up and kill passengers. But all agreed finally there was, after all, nothing to worry about, as the enormous weight of the

locomotive (then about five tons) would make it impossible to start it.”

Mr. Adams draws the following vivid picture of the birth of the railroad in this country:

“Naturally the beginning of the railroad system in America was neither so interesting nor so picturesque as it had been in the case of Great Britain. At most it was but an imitation, and that, too, on a small scale. Yet, about all its details there was something which cannot but be peculiarly suggestive to the American of the present day. As you review the record, it seems to relate to another country and almost to a different world. With the Manchester & Liverpool road this was not so. There the thing, for a beginning, was on a large scale. The cost of the structure, the number of the locomotives, the fame of the guests, the mass and excitement of the spectators were all equal to the occasion. This was not so in America. Everything was diminutive and poor in 1831. The provincialism of the time and place is almost oppressive. In turning over the old records the eye constantly rests on the names, familiar to us, of men now living; but it seems scarcely possible that any human life can have spanned the well nigh incredible gap which separates the America of 1878 from that of 1830. Certainly, neither anywhere else nor at any other time has the world in a space of less than fifty years witnessed such extraordinary development.

“Whatever credit is due to the construction of the first railroad ever built in America is usually claimed for the State of Massachusetts. Everyone who has ever looked into a school history of the United States knows something of the Quincy railway of 1826. Properly speaking, however, this was never—or at least, never until the year 1871—a railroad at all. It was nothing but a specimen of what had been almost from time immemorial in common use in England, under the name of ‘tram-ways.’ Indeed it is a curious illustration of the combined poverty and backwardness of America at that time, that so common and familiar an appliance should only then have been introduced, and should have excited so much interest and astonishment. This road, known as the Granite railway, was built by those interested in erecting the Bunker Hill Monument, for the purpose of getting the stone down from the Quincy quarries to a wharf on Neponset River, from which it was shipped to its destination. The whole distance was three miles, and the cost of the road was about \$34,000. At the quarry end there was a steep inclined plane, up and down which the cars were moved by means of a stationary engine. From the foot of that incline the road sloped gently off to its river terminus. There was nothing in its construction which partook of the character of a modern railroad. The tracks were five feet apart, and laid on stone sleepers eight feet apart. On this stone substructure wooden rails were laid, and upon these another rail of strap iron. Down this road two horses could draw a load of forty tons, and thus the expense of moving stone from quarries to the river was reduced



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mous prototype. There is a very characteristic and suggestive cut representing a trial trip made with this locomotive on March 5th, 1831. The nerves of the Charleston people had been a good deal disturbed by the disaster which had befallen the 'Best Friend.' Mindful of this fact, and very properly solicitous for the safety of their guests, the directors now had recourse to a very simple and ingenious expedient. They put what they called a 'barrier car' between the locomotive and passenger coaches of the train. This barrier consisted of a platform on wheels, upon which were piled six bales of cotton. A fortification was thus provided between the passengers and any future negro sitting on the safety valve. We were also assured that the safety valve being out of the reach of any person but the engineer, will contribute to the prevention of accidents in future, such as befel the 'Best Friend.' Judging by the cut which represents the train, this occasion must have been even more marked for its 'hilarity' than the earlier one which has already been described. Besides the locomotive and the barrier car there are four passenger coaches. In the first of these was a negro band, in general appearance very closely resembling the minstrels of a later day, the members of which are energetically performing on musical instruments of various familiar descriptions. Then follow three cars full of the saddest possible looking white passengers, who were present, as we are informed, to the number of one hundred and seventeen. The excursion was, however, highly successful, and two and a quarter miles of road were passed over in the short space of eight minutes,—about the speed at which a good horse would trot for some distance.

"This was in March, 1831. About six months before, however, there had actually been a trial of speed between a horse and one of the pioneer locomotives, which had not resulted in favor of the locomotive. It took place on the present Baltimore & Ohio road upon the 28th of August, 1830. The engine in this case was contrived by no other than Mr. Peter Cooper. And it affords a striking illustration of how recent those events which now seem so remote really were, that here is a man still living and among the most familiar to the eyes and mouths of the present generation who was a contemporary of Stephenson, and himself invented a locomotive during the Rainhill year, being then nearly forty years of age. The Cooper engine, however, was scarcely more than a working model. Its active minded inventor hardly seems to have aimed at anything more than a demonstration of possibilities. The whole thing weighed only a ton, and was of one-horse power; in fact, it was not larger than those hand cars now in common use with railroad section men. The boiler, about the size of a modern kitchen boiler, stood upright and was filled above the furnace, which occupied the lower section, with vertical tubes. The cylinder was but three and a half inches in diameter, and the wheels were moved by gearing. In order to secure the requisite pressure of steam in so small a boiler, a sort of bellows was provided which was kept in action by means of a drum attached to one of the car wheels over which

passed a cord which worked a pulley, which in turn worked the bellows. Thus of Stephenson's two great devices, without either of which his success at Rainhill would have been impossible,—the waste steam blast and the multitubular boiler,—Peter Cooper had only got hold of the last. He owed his defeat in the race between his engine and a horse to the fact that he had not got hold of the first. It happened in this wise. Several experimental trips had been made with the little engine on the Baltimore & Ohio road, the first sections of which had recently been completed, and were then operated by means of horses. The success of these trips was such that at last, just seventeen days before the formal opening of the Manchester & Liverpool road on the other side of the Atlantic, a small open car was attached to the engine,—the name of which, by the way, was 'Tom Thumb,—and upon this a party of directors and their friends were carried from Baltimore to Ellicott's Mills and back, a distance of some twenty-six miles. The trip out was made in an hour and was very successful. The return was less so, and for the following reason:

"The great stage proprietors of the day were Stockton and Stokes, and on that occasion a gallant gray of great beauty and power was driven by them from town, attached to another car on the second track—for the company had begun by making two tracks to the mills—and met the engine at Relay House on its way back. From this point it was determined to have a race home, and the start being even, away went the horse and engine, the snort of the one and the puff of the other keeping tune and time.

"At first the gray had the best of it, for his steam would be applied to the greatest advantage on the instant, while the engine had to wait until the rotation of the wheels set the blower to work. The horse was perhaps a quarter of a mile ahead, when the safety valve of the engine lifted, and the thin blue vapor issuing from it showed an excess of steam. The blower whistled, the steam blew off in vapory clouds, the pace increased, the passengers shouted, the engine gained on the horse, soon it lapped him—the silk was plied—the race was neck and neck, nose and nose,—then the engine passed the horse, and a great hurrah hailed the victory. But it was not repeated, for just at this time when the gray's master was about giving up, the band which draws the pulley which moved the blower slipped from the drum, the safety valve ceased to scream, and the engine, for want of breath, began to wheeze and pant. In vain Mr. Cooper, who was his own engineer and fireman, lacerated his hands in attempting to replace the band upon the wheel; the horse gained on the machine and passed it, and although the band was presently replaced, and steam again did its best, the horse was too far ahead to be overtaken, and came in the winner of the race."

"Poor and crude as the country was, however, America showed itself far more ready to take in the far-reaching consequences of the initiative which Great Britain gave in 1830 than any other country in the world. Belgium, under the enlightened rule of King Leopold,



move in the new departure until 1834, when the pace was slower yet. The fact is, however, that those countries did not feel the need of a railroad at all in the same degree as England or America. They already had extensive systems of roads, which sufficed for their present needs. In America, on the contrary, the roads were few and badly built; in England, though they were good, the volume of traffic had outgrown their capacity. America suffered from too few roads, England from too much traffic. Both countries were endlessly casting about for some relief. In England, all through the time during which Stephenson was fighting the battle of the locomotive, America, as if in anticipation of victory, was building railroads. It might be said that there was a railroad mania. Massachusetts led off in 1826; Pennsylvania followed in 1827, and in 1828 Maryland and Carolina. Of the great trunk lines of the country, a portion of the New York Central was chartered in 1825; the construction of the Baltimore & Ohio was begun on July 4th, 1827. The country, therefore, was not only accepting the results of the Rainhill contest, but it was anticipating them with eager expectation. Had George Stephenson known what was going on in America he would not, when he wrote to his son in 1829, have limited his anticipation of orders for locomotives to 'at least 100'.

So the railroad was born, with an accident for a birth-mark, and all the nations of the world had a fair start together in the common race.

Now we see the result in 1890, sixty years later. Remember the Old World had the people and the accumulated wealth of centuries. It had but few people (population in 1830, 702, about one-fifth of our number now) and they had all they could do to keep from freezing or freezing to death. Bear in mind that the building of a railroad is no holiday.

It requires time, toil, and money, each of our railroads having cost an average of \$100,000—a small fortune. Then think of the engineering difficulties,—the mountains to be pierced by tunnels, the valleys to be spanned, the great rivers, so many of them, to be crossed, and the cost of entering large cities to meet powerful opposition.

In the first twenty years (1830-1850) our railroads were built with a thin, flat bar of iron, called stringers, and these bars had a playful habit of curling up into "snake heads," so running up through the bottom of a car and pinning a passenger to the roof. With the advent of the T rail all this superstructure had to be thrown away, and the roads practically rebuilt. Fortunately only 9,000 miles had been constructed.

Even the iron T rail later was found inadequate for the increasing weight of trains, and had to be renewed so frequently that a

great black cloud of bankruptcy was growing portentous over our entire system of railroads when, in 1862, Henry Bessemer, an English engineer, invented the steel rail and averted the impending ruin. English steel rails came to us in 1867, costing \$150 per ton. But that did not last long; for many years our own great iron mills have been turning them out at \$30 a ton. A steel rail will outwear ten to twenty iron rails, according to the volume of business passing over it.

Superintendent Porter, of the Census Bureau, gives the railroads of the world in 1890 as 370,281 miles,—enough to girdle the globe nearly fifteen times. The latest estimate of the population of the world that I have seen is 1,487½ millions, of which about 65 millions (less than 4½ per cent.) live in the United States. Yet in 1890 the United States had more than 44 per cent. of the railway mileage of the world, and exceeded by 3,942 miles the entire mileage of the Old World.

	Population of countries having any R. R., only	Miles of R. R. per 10,000 pop.
Europe . . .	136,865 miles, 3,652,600	3.84
Asia . . .	18,798 miles, 712,118,000	0.36
Africa . . .	3,992 miles, 7,785,000	5.13
	159,665	1,076,429,000
U. S. . . .	163,597 miles, 62,947,714	35.90
		A total of 6.74

China, with a population of 382 millions, has but 124 miles of railroad, not enough to reach from Cleveland to Columbus. Canada, with an area exceeding the United States by 114,000 square miles, has but 4½ millions people and 13,322 miles of railroad. No wonder the young men leave so slow a country and flock to the United States.

Or, take the two hemispheres of the world:

The Eastern hemisphere, on which dwell 92 per cent. of the population of the world has 170,792 miles of railroad, being 46 per cent. of the whole.

The Western hemisphere, having but 8 per cent. of the population of the world has 199,489 miles of railroad, being 54 per cent. of the whole.

Surely the comparatively few people on the Western hemisphere may, without boasting, adopt the exultant greeting of Virgil to his friend,—“Horace, senex puer! Nullae muscae in nobis.” (Horace, old boy! There are no flies on us.) They have not only built this vast network of railroads, but their enormous capitalization of nearly ten billions dollars is, for the most part, held by our own people; and this does not include the millions that were lost by foreclosures by bondholders wiping out the original stockholders. To illustrate, the present preferred stock of the Northern Pacific R. R. is selling at 39 cents on the dollar, but it represents the original 7.30



### The Advantages of Organization Among Railway Employees.

From an address delivered before the Brotherhood of Railway Trainmen at Boston, Oct. 17, 1893.

EDW. A. MOSELEY

IT is difficult for an audience to dissociate a speaker who holds a public position, from the office which he occupies. I do not appear before you to-day as the secretary of the Interstate Commerce Commission, but speak to you as a private citizen of our common country and as one interested in all that affects our fellow countrymen; and particularly, the railroad employees, whose representatives you are, and whom I have the honor to count among my friends.

I desire to address you to-day upon organization, its necessities and advantages, particularly to railroad employees; the benefits to be derived, and its uses. I have seen it somewhere stated, that such an organization serves several distinct purposes. First it is a combined mutual life, health, and annuity society. Second, it is a society for the insurance of regularity of employment. Third, it is a combination of men, who, by clubbing their resources, place a reserve price upon their labor.

The public mind in regard to labor organizations has lately undergone a great change. It has been well said that a few years ago "if a hundred working men agreed to act together as far as possible, in bargaining for the sale of their labor, they were denounced as combining to limit freedom—even when they did not interfere in any way with the liberty of other workmen; but merely deprived the employers of the freedom of making bargains with the one hundred workmen, one by one." But I think public opinion is rapidly coming to accept the conclusion that nothing is or should be illegal if done by workmen in combination, which would not be illegal if done by any one of them separately.

This doctrine was judicially laid down in a recent opinion by Judge Mitchell at St. Paul, and one of the "Ann Arbor" decisions goes so far as to say in terms, that a railroad strike is lawful unless it takes on the character of a boycott. Judge Speer also reorganized the right of engineers to deal through their organization with the receiver which the court had appointed. Not only the federal congress but the legislatures of 15 states have sanctioned these organizations of labor by legal enactment—at least one, the state of Ohio, going beyond mere permission to organize, and

guaranteeing and protecting such right by punishing interference therewith with both fine and imprisonment; and a Michigan law intended to protect railroads and other corporations, has the significant proviso that the act shall not apply to persons voluntarily quitting the employ of such a corporation, whether by concert of action or otherwise. Much ado has been made over late decisions construing the anti-trust law to prohibit active combinations of railway employees. The fact is that a combination of labor cannot directly restrain trade. To do so a set of men must have the power of controlling trade. The laborer alone or in combination cannot do that. An association of workmen may have some, and often a powerful, effect upon trade; but so does the action of banks when by agreement they refuse to continue to discount, to extend maturing notes, and even refuse to pay cash upon depositors' checks, as has been lately shown. Nobody has criticized these bank agreements as a restraint of trade in violation of the anti-trust law. The anti-trust law was intended to prohibit oppressive combinations of those who control commerce. It has been content to be its self-respecting hand-maid. Neither do the courts agree upon this point. Judge Riner, of Kansas, holds, and his decision has recently been sustained by the circuit court of appeals, that railway agreements are not covered by the anti-trust law. If that is good law, agreements between railway employees are clearly exempt from the provisions of that statute.

The railroad employee requires legislation in the matter of arbitration, and there should be an amendment to the arbitration act of October 1, 1888. But how can this legislation be attained? Every session of congress sees thousands of bills introduced. All interests and sections are knocking at its doors and it is to be expected that only a small, a very small, proportion of these measures which are presented to congress will be favorably considered. But if eight hundred thousand men of one mind, under intelligent leaders who are true to themselves and those they represent, stands behind an honest and just measure nothing can long resist their just demands.

I have said that your organization, like other organizations of railroad employees, is a combination, in the first place, to insure its members in the three essentials—life, health annuities. All praise to those great railroad corporations, controlling extended trunk lines, which, of themselves, have made provision in some of these matters for their employees.





Grand Central Passenger Station  
CHICAGO.

# The Station Agent

A  
MONTHLY MAGAZINE  
devoted to the Interests of  
TICKET AND FREIGHT AGENTS  
AND THE  
TRAFFIC DEPARTMENTS  
OF THE  
RAILWAY SERVICE

VOL. X.

DECEMBER, 1893.

No



fact that when the public is put to inconvenience by reason of a strike the public retaliates by denouncing the strikers. Yet slowly but surely, after the heat of the battle has passed away, public opinion finally separates the chaff from the wheat, and determines who has done the wrong and should bear the responsibility. It is, therefore, of the greatest importance, from a purely selfish point of view, that no step should ever be taken which would disturb intercourse between the people of the country in any degree without the greatest provocation; because you are bringing trouble, inconvenience, and perhaps distress upon others; and, as the rich can always look out for themselves, the burden is always to fall more heavily upon those who are poor and who can ill afford to bear it. On their part the public are directly interested. For the organization to a greater or less extent guarantees the integrity, ability, and efficiency of its members; and their temperance also; and thereby confers a direct benefit upon employers and the community at large in the guarantee that they are up to the proper standard of integrity and skill. All this is in the interest of the public good and general welfare, for incompetency of the men upon whom the public safety depends is a direct menace to the millions of those who are daily using the iron road. And it is for the interest of the public also, that the employees who perform the train service should be paid wages commensurate with the standard of work, the intelligence and responsibility demanded of them. I confidently assert that the most capable workmen are found in your ranks and in the ranks of the other organizations of employees. But every effort on your part, I repeat, is rather to avoid a contest with the corporations than to precipitate one.

From a recent book on railways, unofficial, it appears that the United States has the most effective body of workers, for while the railways of England require the services of 18 men per mile of line, those of Germany and France, respectively, 14 men per mile of line, those of Russia 15 men per mile of line, and those of Belgium 22 men per mile of line, the railways of this country in the operation of their vast mileage require the services of only five men per mile of line. I regret that statistics do not admit of a proper comparison by density of traffic. While the service required of American employees is so vastly greater than that required of employees of railways in Europe, and while their average annual wages are about twice as great, it still appears that the cost of labor to American railways is less

than to the railways of any country in Europe, labor costing the railways of Great Britain, for instance, \$6,000 per mile; Belgium, \$4,620 per mile; Russia, \$3,600 per mile; Germany, \$3,500 per mile; France, \$3,080 per mile, while the railways of the United States pay for their labor only \$2,625 per mile of line—less than one-half the cost per mile of labor on British railways; and about one-half the amount per mile paid by the railways of Belgium.

Taking into consideration the extent of the railway system of the United States, the magnitude of its traffic and the number who find employment in its perilous service, for their aggregate is nearly equal to one-third of all the military force furnished by the northern states in the war of the Union, the public is somewhat prepared to expect a high rate of casualty. But making just allowance for the peculiar perils of railway labor under existing conditions, there is something appalling in the statement that more hard working and faithful railway employees in the United States went down in sudden death last year than the entire number of Union men who died at the battle of the Wilderness; that more of the grand army of railway men of this country were cut and bruised and maimed and mangled last year than all the Union wounded and missing on the bloody field of Gettysburg; while there traveled under the care and guidance of this clear-headed and vigilant army of railway workers 560,958,211 passengers with so much ease and safety that only one in every 173,833 were injured from all causes, including their own carelessness.

The American sailor, I regret to admit, has almost passed away—our few American ships being now principally manned by crews of other nationalities? But the American railway employee is constantly increasing in number and force. He is of our best blood and sinew; brave, temperate, honest, and noble. For

"Who are the nobles of the earth,  
The true aristocrats,  
Who need not bow their heads to lords  
Nor doff to kings their hats?  
Who are they, but the men of toil,  
The mighty and the free,  
Whose hearts and hands subdue the earth  
And compass all the sea?"

#### The All American Short Line.

A non de plume for the Nickel Plate road, the shortest line between Buffalo and Chicago, is deservedly popular in the east and returning World's Fair pilgrims speak in the highest terms of the road and its service.



### Our New England Letter.

(From our Regular Correspondent.)

"World's Fair" business has been the only bright feature in the business depression, and is manifest in New England railroad travel. The rush to Chicago during the past weeks has been simply enormous. The cause of this is not hard to explain; many people had made up their minds that rates would come down in October, and this thought in connection with cooler autumnal weather often led the army of pilgrims to the "White City" to an almost incredible extent. Almost no one has taken a glimpse at the wonders of the great exposition, and to-day the man who has not been is almost a curiosity, I am told. The election of Lucius Fairbank to the presidency of the Boston & Maine Railroad was foretold a month ago, but the coming of the Jones faction from the direction was a genuine surprise to the public. That the policy of the new administration will be, is not yet outlined, but that some important changes are to be made in the operating department of the road is universally conceded.

Mr. Adams is to return from the general superintendency of the Fitchburg R. R., November 1, and he will be succeeded by Asst. General Superintendent, W. D. Ewing. Mr. Adams has been connected with the road for many years having served as machinist, conductor, purchasing agent and superintendent. He is a man universally respected by the employees of the road, and by the general public. He is of excellent judgment, always considerate of those under him, and at all times courteous in his connection with the public. He is in a warm place in the regard of those who are apt to come in contact with him.

Mr. Ewing, his successor, is a railroad man of long experience and with many qualifications for the position.

The annual outing of the New England Railway Agents' Association took place Oct. 10th to 14th. About 75 members and their wives attended the party; the trip was a pleasant one. The party went to New York by the regular line of steamers, thence to Albany by day boat up the beautiful and picturesque Hudson. In Albany the party spent the day and the various points of interest were visited, the party were received at the state hotel by Governor Flower, and left for Boston by the Boston & Albany R. R. early in the afternoon.

It was a pleasant outing and thoroughly enjoyed by all participating.

### NOTES.

Many New England agents are becoming members of the Railway Agents' Association of America.

The American Order of Trainmen are holding their annual convention in Boston this week.

E. E. Nutting has been appointed agent at Schaghticoke, N. Y., for the Fitchburg railroad.

Burglars entered the New York, New Haven & Hartford depot at Lee Mass., Oct. 2, and stole over five hundred dollars.

The following are recent appointments on the Boston & Maine R. R.: So. Amherst, W. R. Meikle; Barre, C. A. Bogue; Broadway, Malden, J. A. Robinson; Middleton, D. I. Nash; Andover, C. A. Hasseltine; Westboro, Dan'l Kelliher.

The ticket office of the Boston & Maine R. R. at Shilton, N. H., was broken into Sept. 26, and \$3.50 stolen.

An attempt was made to wreck the boat train on the New London Northern R. R., on the evening of Sept. 30, fortunately the attempt was a failure.

The downfall of John M. Washburn, treasurer of the Old Colony R. R. Co., late in Sept., when it was revealed that he had misappropriated the funds of the company, was a great shock to the railroad community, and to the general public.

G. A. R.

### From Across the Sea.

It will be remembered by our readers that we mentioned some time in July that Dr. G. F. Webb had received an order for one of his electro-medical appliances from a gentleman in the far off country of Tasmania, an island in the Southern Ocean south of Australia. Nearly 12,000 miles of circuitous traveling by land and sea must be made to reach this country; and yet, to-day, Dr. Webb received a letter from the gentleman, which, in earnest language, speaks of the appreciation of this most popular and efficient invention, even from far distant lands.

### Texas Scalpers Law Unconstitutional.

In the case of the State of Texas vs. Martin Mercer, charged with the violation of the anti-scalper law, passed by the last legislature of Texas, district judge Brashear at Houston on October 6, rendered a decision declaring the act unconstitutional and void, and discharging the appellant for custody.



### A Proposed Bill of Rights.

#### AN ACT TO PREVENT THE ABUSE OF THE POWER OF CORPORATIONS.

*Be it enacted by the general assembly of the state of ———.*

SECTION 1. It shall be unlawful for any corporation organized under the laws of this state, or doing business within this state, to exact or require of its servants or employees any excessive or unreasonable duties or hours of labor or service, or to neglect or refuse to pay its servants and employees fair and reasonable compensation for their services or labor, or to discharge any of its servants or employees without just and reasonable cause therefor. Provided that anything lawfully agreed upon between such corporation and its servants or employees shall not be deemed to be unreasonable, unjust, excessive or unfair within the meaning of this section.

Sec. 2 The courts of common pleas shall have jurisdiction to enforce the provisions of this act, by injunction or mandatory orders, subject to the right of appeal and review on petition in error as in other cases.

Sec. 3. An action for the violation of section 1 of this act may be prosecuted against the offending corporation by any person aggrieved or injured by such violation; and on complaint to the prosecuting attorney in any county by any person of a violation of said section 1 in his county, the prosecuting attorney shall begin and prosecute an action against the offending corporation in the name of the state of ———; and if the defendant shall be found in such action not to have been guilty of the charge complained of, it shall recover its costs to be paid out of the county treasury.

Sec. 4. Any action brought under this act may be advanced for trial, in the discretion of the court; and accept as otherwise provided herein, all other provisions of law applicable to trials in civil cases shall be applied.

Sec. 5. The court in which any action is pending for a violation of section 1 of this act, and the circuit court where any such action may be pending on appeal, shall have power, whenever it is necessary to do so, to appoint a receiver to manage the defendant corporation under the orders of the court pending the trial of the cause.

Sec. 6. If, on the trial such charge is maintained the court shall make an order correcting the wrong complained of and may order the re-employment by the defendant of any servant or employee found to have been wrong-

fully discharged, and may make such other order or decree as shall be necessary to carry out and enforce the provisions of section 1 of this act, and shall render judgment against the defendant for costs, together with a reasonable fee for plaintiff's counsel, to be fixed by the court.

Sec. 7. All orders of the court in such action may be enforced by proceedings for contempt as in other cases.

Sec. 8. The provisions of section 1 of this act shall not be held to apply to municipal corporations, nor shall the directors or officers of corporations, be held to be servants or employees within the meaning of this act and nothing herein contained shall be construed to in any way abridge the legal remedies of the servants or employees of corporations, but the remedies herein provided shall be held to be cumulative and in addition thereto.

Sec. 9. This act shall take effect and be in force from and after its passage.

In further explanation of the bill and its provisions its framers say :

When the complaints of the laboring people of our country are observed to increase in proportion to the wrongs they suffer, and when instead of sinking into quiet submission, they are seen to break into open revolt, carried to an extent which calls an armed militia into active service in four states of the United States at the same time, and when the revolt is carried to such an extent that the chief justice of the supreme court of the commonwealth of Pennsylvania characterizes it as treason, when the general body of the people, law-abiding and loyal, are observed to sympathize with the complaints, but seeing that the complaints are without legal support, are uniformly determined that the laws must be respected and obeyed, it is evident to the intelligent observer, and ought to be to the legislature, that the legal rights of the classes of men are not what good and law-abiding people wish they were, and a duty plainly arises to move upon the legal rights so that they shall accord with a sound and wholesome public sense.

Vain attempts have been repeatedly made to correct these evils

Our statute books have been filled with criminal laws aimed at isolated acts, which are the sport of scholars and lawyers, and which being based upon sound doctrine are practically inoperative, and wholly powerless to correct the mischief.

Arbitration schemes, crude and ill-judged are advocated by sincere writers and speakers





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At present it is safe to stop with the law at which the evil stops, and that is with private corporations.

If it is thought that corporations will feel their just privileges to be infringed by the provisions of this bill, then they must be ready to claim as "just privileges" the legal right to demand unreasonable service, for unreasonable pay, and to discharge men without reasonable cause.

Probably no corporation will be willing to put itself in the attitude of claiming the legal right to be unreasonable to their men. When they do, it will be for the justice of the legislature to decide whether it will yield to the unreasonable demands of corporations, or to the reasonable demands of all the rest of the people.

If it be objected that the bill does not define what is to be "reasonable," and what is to be "unreasonable," it would be properly answered that it is not a part of the function of the legislature to change the meaning of English words. Neither is it necessary or prudent to give such definition in the statute. To do so would render it useless.

No court even yet defined fraud, so as to enable new wit and devices to evade the definition, and so let a fraud go unpunished. Courts look into all the facts, and in a given case denounce the act, complained of as a fraud or not a fraud, under all the circumstances.

So here, the court, to which a complaint is made under this bill, will hear and know all the facts and circumstances, and decide that it is or is not unreasonable, just as the community now conclude in cases of strike whether the men or the corporation is right with only imperfect knowledge of the facts.

How much more satisfactory it would be to the public, as well as to the corporations and to the men in any given case, if the facts and all of them could be heard from a patient hearing in court with witnesses on both sides under oath, where the real cause of complaint on both sides could be heard and unfolded before a just and impartial tribunal that sits in judgment on the lives and liberty and property of us all.

When such hearing had been had, with right of appeal, and had gone to final judgment, that the complaint was just or frivolous as the case might be, it would be at once satisfactory to the public and the party in the wrong would be obliged to yield.

We think almost any one who will be fair enough to reflect a little before jumping at

a conclusion, will see that the possibility that an action might be instituted under this bill in which the reasonableness or unreasonableness of the actions of corporations to their men would be fully investigated in a public court, would go far to incline corporations to be reasonable and so to avoid complaints and strikes.

On the other hand, the men would not be ready to prefer complaints which they would know beforehand would not be likely to commend themselves to the court, and for which by its final judgment they might be censured or condemned.

The bill would render complaints in court possible and avoidable before a strike. It would submit their grievance to hearing and trial, and obviate the need of a strike by an order or injunction of the court to award them reasonable treatment.

So the bill would come to be a peacemaker. It would discount in advance the strike, the violence, and the militia, and it would place the men, where they could have the highest interest to be placed, upon the solid ground of a legal right to reasonable treatment, and not subject them to the doubtful state of having a public sentiment in their favor, and no means of enforcing what every one would wish they might have as their rights, except by an appeal to force and a breach of the peace.

The whole public has a deep interest in the peaceful solution of the difficulties that arise between corporations and their employees.

The public peace, if not the safety of the state, depend upon it. The distressing scenes at Homestead might have been saved by this bill, if it had been law in Pennsylvania a year ago, and with equal benefit to the men and the corporation.

Whether we regard this bill from the standpoint of the corporations, the employees, or the general public, its provisions are in the interests of all.

It imposes upon corporations the legal duty not to do toward their employees what the courts, after full inquiry and investigation, will pronounce unreasonable. It obliges them to nothing unreasonable, and only obliges them to be reasonable. It puts the judgment of all complaints, in the courts that hear and decide all other complaints and disputes.

It insures to the men that treatment in each particular case which the same court finds to be reasonable and enforces for them (not as matter of grace and favor, but as legal rights) that reasonable treatment.



ens up the court to hear and decide right, and to advance the case for trial, with power to operate the business receiver when that is necessary, the hearing.

Provides for an orderly and peaceful, certain way of settling disputes without arms and rifles and the shedding of

holds above the managers of corporations their men as well, the certainty that actions and behavior to each other may litigated in court, and solemn judgment based upon the rightfulness or wrongness of their behavior.

certainly will promote the interests of corporations, to require them when ill-disposed reasonable toward their employees. It is not to suppose that corporations are in need to be benefited by a course of conduct toward the general public and the courts considered unreasonable.

exposes them a prey to the extravagance that punish them by unjust verdicts, and their existence a perpetual war with sentiment which accuses them with- out of being unreasonable, when they have chance to excuse themselves by a fairly particular complaint.

will save the need and the facts of and render easy a speedy and final settlement of all complaints, a saving of vast sums to the corporations which strikes cost by disruption of their business.

is sure so just to all, so safe in its execution, so beneficial to every public interest, we hope to see adopted in its entirety in the union.

is a step in the direction of a practical solution of the labor question.

her question is of such vital and wide interest, and we are satisfied that there is no other way to solve it, but by legislation which shall create into legal rights the cases of dispute between corporations and employees, the general sense of all citizens agree in wishing were their law.

is proposed in the bill no invasion of contract rights or the free right to

Neither can it ever be said to be able that it should be exacted of men to make perform their contracts.

make contracts, they must not after the public to aid them in escaping their performance.

It deals with those cases, where employment is without any special contract, and men without legal rights under con-

tracts of employment are unfairly or unreasonably dealt with by corporations by which they are employed. The rule of law would come in, to require reasonable treatment in those particulars not provided for by contract between the parties.

Nor can there be any constitutional objections to the bill. It applies to all corporations in the state, and is general in its operation.

The constitution has left in the legislature, the power to alter or repeal the laws relating to the creatures of the state, and if these laws may be repealed entirely, so may the legislature, when the peace and the prosperity demand it, require that in the exercise of one part of their corporate power, they should not do those things which are not reasonable, to the injury of others, or to the destruction of the public peace.

We may safely rely, that in the repeated complaints of the industrious and laboring people of the state, we hear the language of truth.

Inured to toil and privation, they do not complain without a grievance.

In the universal clamor in the ears of legislators for special advantages, let us have a care for the cry of distress, and the appeal for justice; and let us write it in the statute law of every state, that it is unlawful to be unreasonable in the treatment of laborers by corporations.

#### Railroads and Railroad Men.

UNDER the above caption the *Chattanooga Tradesman* says: No corporations of the civilized world are so mercilessly criticised as are the railway companies of the United States. The *Tradesman* has done its share of this animadverting, but it has always endeavored to criticise with discrimination, to point out that which was wrong, unfair to the public, and we have not been slow to commend where praise was due. Now it is, of course, a fact that railroads, like other concerns of a material kind, are built and operated to make money for their owners. It is equally the truth that, though the record is something marred by selfishness, by the spirit of greed, and the motive of speculation, that but for our magnificent system of railways the country would not possibly contain more than a third of its present wealth and half its population. The railroad has made possible the rapid settlement and development of the vast domain lying west of the Mississippi. It were quite safe to say that, but for the railroads that cross it in every direction, this great territory would



not now have a quarter of its population nor a tenth of its fixed wealth; that had the railroads been absent the country would hardly have more than one state organization in the Louisiana purchase and the territory acquired from Mexico, where it has three. The vast mining, cattle, sheep, and other industries of the region would still be in a crude state and of comparatively trifling value.

Nor can we forget that what is true in this respect of the northwest and southwest, is equally true of the south, central, the northern and eastern groups of states. The whole country is indebted to the railroads, as to no other feature or appliance of civilization, for its rapid, phenomenal progress, that is the wonder and envy of Christendom.

In this connection we must take account of the fact that the roads have not alone pushed settlement into the wilderness of the great west, but that they have steadily reduced the rate of freight, until the products of the farm, ranch, and plantation, of the mine, the mill, the factory and furnace are carried more cheaply between the points of production, consumption, and export than are those of any other country in the world. Whereas it cost from \$10 to \$14 to move a barrel of flour from Cincinnati to Philadelphia in 1830, it cost less than a dollar in 1860, and now costs thirty cents. A quarter century ago the charge for moving a bushel of wheat from Chicago to New York was sixteen to twenty cents; it is now six to seven cents. And so we might go through the entire list of freight schedules, and the comparison would be equally interesting and instructive.

But the most remarkable feature of our railway management is the *personnel* of the operating forces. Perhaps there is not in the world so intelligent, industrious, useful a class of men in this or any other line, as are the railway operatives—in which we include all, from president to brakeman—of the United States. The whole business, wielding more than eleven billions of capital invested in 174,000 miles of line and their equipment, has been revolutionized since the end of our civil war. In no particular is this more apparent than in the facilities provided for the transaction of what is called "through business." Instead of breaking bulk at each change of roads, cars, trains to the number of a dozen, for a single shipper, are loaded, sealed, and sent to their destination half way—or all the way—across the continent, without thought of other transfer than to roll the cars from one road's track to that of another. Thus detention, loss, waste, breakage, are reduced to the

minimum, and the cost of haulage to the roads is reduced in like manner. It requires under the new system of consolidation of lines under single management and the liberal running arrangements of to-day, not half the time to move grain from Chicago to the seaboard, or cotton from the interior to New Orleans, New York, or Boston, it did twenty-five years ago; and this branch of the business is greatly facilitated by the corps of special and general agents all the leading roads maintain at large shipping points.

The great improvement in facilities for travel since, say 1870, is something wonderful. Those who can sharply define in their minds the old, low, ill-ventilated coaches of twenty-five years ago, and compare them with the high, airy, wholesome vestibuled of this era will appreciate what we mean, and in the matter of speed and safety the advance has been no less marked than in the superior equipment. One may now step on board a Pullman car at any prominent station between the oceans, bound for any city on either seaboard, and make his journey of from one hundred to three thousand miles, without leaving his comfortable, luxurious quarters for food, rest, toilet making, reading matter, or amusement. The passenger finds on his car a world in epitome, with its kitchen, sleeping arrangements, cultured associates, a library of well selected books; the daily papers are brought to him by an *attache* of the train. He can read, write, send forward or back any number of letters or telegrams, all without stepping on the ground, and on some of the great trunk lines he may do all and enjoy all these comforts and conveniences when going to his destination at from fifty to seventy-five miles an hour, making the trip between Chicago and New York at the average rate of forty-eight miles an hour, and the whole thousand miles in twenty-one hours, and the fare for this service is about one and three-fourths cents a mile. Nothing like this can be found elsewhere in the bounds of civilization.

And for all these remarkable, phenomenal improvements in the interest of the shipping and traveling public, credit is first and most due to the active railway men; the men who operate the roads; the men who come in contact with the people, and have been quick to first perceive how economics of operation could be applied and then put them in force for the public benefit.

The people make a serious mistake and do great injustice to a most honorable and indispensable industrial element, when they treat railroad men with disrespect, and regard them



## Study up California.

Every Ticket Agent should be thoroughly informed in regard to California Business at this time of year. **NO TICKET AGENT** is well informed unless he knows **THE ADVANTAGES** of the **ROCK ISLAND ROUTE**, and sends his friends via the **C. R. I. & P.**

# GREAT ROCK ISLAND TO CALIFORNIA ROUTE

**V**ERY important changes have recently been made in round trip California tickets.

We are prepared to offer extraordinary inducements and facilities to intending travelers which cannot help but be to their advantage. For full particulars address

**JOHN SEBASTIAN, Gen. Ticket & Pass. Agt.,  
GREAT ROCK ISLAND ROUTE,**

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Or **A. B. FARNSWORTH, G. E. Pass. Agt.,** 257 Broadway, New York. — **I. L. LOOMIS, N. E. Pass. Agt.,** 806 Washington Street, Boston, Mass. — **W. J. LEAHY, Pass. Agt. Mid. Dis.,** 111 S. 9th Street, Philadelphia, Pa. — **Jas. Gass, Trav. Pass. Agt.,** 40 Exchange Street, Buffalo, N. Y.

### Pittsburg & Lake Erie Ry. DOUBLE TRACK.

#### "Cleveland & Pittsburg Short Line."

Best, Shortest, Quickest and most Picturesque Route via Pittsburg, to Washington, Baltimore, Cumberland and all points in the South East.

**20** Twenty miles shortest line between Cleveland and Pittsburg.

**P**erhaps you ne'er have traveled yet,  
**&** know not best what things to see;  
**L**ist then to me—your friend well met.  
**E**'er now you start—Go P. & L. E.

When you travel be sure and ask for ticket by this, the People's Favorite Line.

**G. M. BEACH,**  
Gen'l Supt.

### NICKEL RATE. THE . . . ALL AMERICAN The New York, Chicago & St. Louis R.R. SHORT LINE

BETWEEN THE

**EAST AND WEST.**

**LOWEST RATES.**

Direct Line, Through Cars

. . . BETWEEN . . .

Chicago, Buffalo,  
New York and Boston.

**A. W. JOHNSTON,** **B. F. HORNER,**  
Gen'l Supt. Gen'l Pass. Agt.  
**CLEVELAND, O.**



Change in Administration on the  
Chinese Railways.

rubber foot without anklejoint of an eastern  
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With the natural elasticity of the rubber

~~THE Trans-Pacific Mail leaves from a car.~~

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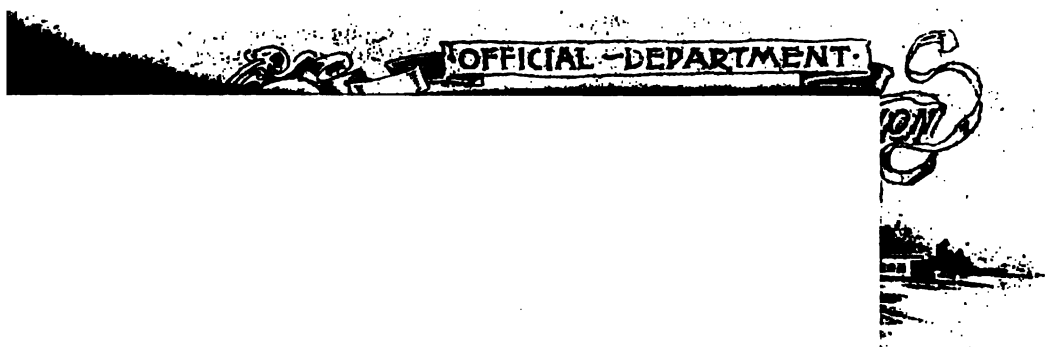
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THIS diagram serves to illustrate more graphically my article in the August number of THE STATION AGENT. It is both instructive and alarming. Our intire railway system, by reason of fierce competition, is skating on very thin ice. Many heavy weights like the Reading, Erie, Northern Pacific and Union Pacific have gone through the ice, and it is cracking ominously under many others.

The 175,223 miles of railway in the United States is represented by the vast sum in round figures of eleven billions dollars, of which six billions is debt and five billions stock. Much of the bonded debt has defaulted on its interest and of the five billions of stock three billions pays no dividend and two billions averaged but four and one quarter per cent. per annum in 1892 an exceptionally prosperous year. So far in 1893, forty roads with a mileage of 12,899, a debt of \$812,831,379 and a capital stock of \$402,610,120, have gone into the hands of the receivers. In debt and stock this amounts to more than 10½ per cent. of the whole.

The aversge rate per ton per mile, on our entire railway system in 1892 was less than one cent (.967). A further reduction of only one mill, (ten per cent.) would cut down revenue \$84,448,197 which exceeds by over a million dollars the aggregate of dividend, paid to stockholders in 1892 (\$83,336,811) out of gross earnings amounting to \$1,205,272,023.

If you are driving along in a dark night and a flash of lightning reveals a precipice just ahead, your first impulse is to pull up, and your second is to turn square around and go back. To those responsible for low rates and the cutting even of them, to get tonnage regardless of profit or loss this illustration needs no diagram.

And the patrons of our vast railroad system should remember that only when the railroads enjoy a fair degree of prosperity, can *they* be prosperous and mercantile and manufacturing establishments show a profit. When the railroads are sick (as they certainly are now) every other business in this country except the sheriff, the receiver and the lawyer is sick too.

C. P. LELAND.

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made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause.

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

#### Notice.

ALL communications for the official department of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself responsible only for such matter as may appear in our official department. While we have the utmost confidence in THE STATION AGENT, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by any affiliation with ours or any other organization.

#### Notice.

I HAVE this day tendered to the Executive Board my resignation as President. Circumstances are such that I cannot longer serve in that capacity. I hope for the Association, success on the line established in our constitution, which if carefully carried out would make it prominent among traffic associations, its main purposes being of an educational nature.

A. M. NORTH.

#### The Duty of Officials.

ONE of the strong arguments advanced by the R. A. A., during the past few months, in our correspondence with officials, has been that we expect and ought to have their support in our movement, and that without it we are helpless to accomplish the reform which we have in view. Inasmuch as ours is distinctively a campaign of agitation and education, we cannot hope for success unless we enlist the interest and support of the officials. It is with this object in view that the Association is straining every nerve to interest officials and bring our policy prominently before them in such a manner as to command their support. A short time since one of our most prominent traffic managers wrote us requesting further information as to our policy in regard to equalization of salaries, it being a subject in which he was much interested. The letter evidenced a gratifying degree of friendliness towards our Association. The following letter from this office will out line the position we have taken with all officials, and we only wish we were at liberty to reproduce here some of the letters we have received in confidence from officials on this subject. They

## RAILWAY AGENTS' ASSOCIATION. APPLICATION FOR MEMBERSHIP.

To Officers and Members of . . . . . Division:  
Having received a favorable impression of the Railway Agents' Association, and being  
eligible to membership therein, I hereby apply for membership, under the jurisdiction of your division,  
and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of  
said Association. I am at present employed by the . . . . .  
Company of . . . . . in the capacity of . . . . .

Enclosed Fees,	\$	Name	Post Office	State
Dues,				
Total,				

We, the undersigned, are personally acquainted with the above applicant and certify that he is a  
person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable  
member of the Association.



show plainly that the seed is sown on fruitful ground, and that only time and patience are required to insure a splendid harvest:

Acknowledging receipt of your favor of the 23d inst., please understand that our plan is crude in its present form, but it is the basis upon which we hope to work in the future. This is not in any sense "labor agitation" as it applies to the policy of other organizations. Our only weapon is argument, backed by experience, facts and figures. Our cohesive strength as an organization lies in our educational feature. Our aim has been and always will be, unless officials are short-sighted enough to oppose so conservative an organization of employees, to keep the agent away from the so-called "protective" idea with which other classes of employees are so strongly imbued. Of course, with many agents, and particularly those of the larger stations, the dangerous tendencies towards affiliation with organized labor do not exist, but these agents have a duty to consider, not only to themselves but to the companies they represent, in leading the agents at the smaller stations away from the influence of labor agitators. It is useless to attempt to check the onward march of organization and consolidation of interests, whether they relate to corporations or individuals. Already hundreds, perhaps thousands, of agents at the small stations have joined the Order of Railway Telegraphers with its striking policy. The majority recognize that they are out of place in such an organization, but they wanted something, and seeing these brotherhoods recognized by officials and their demands so often granted, they turned to them for support. Their cry has been "We prefer the policy of the R. A. A." But can it accomplish anything? and will officials recognize us unless we back our arguments by force? I know from the years that I have spent in this work that at the first indication on the part of officials to endorse or favorably consider the policy of the R. A. A., the great mass of these agents will flock to our standard and that the domination of organized labor in the railway station service would be an absolute impossibility for years to come. The only thing to fear is that officials will not stop to thoroughly consider our position, and by ill-timed and unwise opposition substantiate the claim of other organizations that we can never do anything except by the adoption of a radical policy. There is no concealing the fact that there exists a wide-spread spirit of dissatisfaction in the Station Service, and with this situation confronting us we are more anxious to perfect as quickly as possible our present system of organization, which will satisfy all without creating the slightest feeling of antagonism between employees and officials, who, after all, are merely fellow employees working for the same interests.

I do not want to be understood as opposing the present organizations of railroad employees. They may or may not be well adapted to the conditions governing their branches of the service, but I am unalterably opposed to the agents either being induced or driven into their ranks, for reasons which are fully outlined in our platform. R. W. WRIGHT.

#### Officials Who Are With Us.

IN order to accomplish the objects of the Railway Agents' Association and agitate successfully the various reforms which we have proposed and are endeavoring to inaugurate, it is of the utmost importance that we have the moral support and cooperation of railway officials. We must bring the association prominently before their notice and convince them of the wisdom and justness of our position. In this we have been signally successful during the past year. A year ago we were known to put few officials in the country. On the occasion of our Jacksonville convention, the writer had considerable difficulty to convince many officials that such an organization was in existence, and even those who knew of the organization had little conception of its policy or purpose. During the past year this state of affairs has been radically changed. In accordance with the policy mapped out by the organization we have confined our missionary work principally among traffic officials whom we hope to enlist in our behalf in the future. There are few of them in the country now who have not received the printed matter of the association and a large number are active members of the association. In our previous issues we have published numerous letters received from these officials in acknowledgement of a membership certificate in the association. These letters will be read by every member of the organization with interest, showing as they do the friendly sentiment entertained by these officials toward our organization. We give below a few more of these letters written in the same vein which have been received since our last issue. We also have many more which we are not at liberty to publish, but which are full of encouragement. One general freight agent writes: "Your movement deserves the hearty encouragement of every official in the railway service, as I am sure it must receive from the agents themselves. I am much impressed with the policy of your organization as outlined in your address at the Jacksonville convention. There is no doubt but that the agents ought to be brought more directly under the control of the traffic departments, but just how this is to be done is a problem, which time only can solve. You have started the ball rolling and I wish you the utmost success. I will let you hear from me latter in regard to this matter and rest assured that anything I can do to advance the movement shall be done."

Another general freight agent writes: "I have read your little book and also the pamph-



let on "Salaries in the station service and have been very much interested. Your organization has my hearty endorsement and anything I can do to assist in the work, pray call upon me. I am not prepared to express an opinion as to you plan on the salary question, as I have not yet given the subject sufficient thought, and the proposition is somewhat new and novel. But I believe that you have made a start in the right direction and that your policy if persisted in will result in great profit to both your members and the railroad service. Certainly, your policy will tend to elevate the standard of the station service, and to keep our agents away from affiliation with the dangerous elements in organized labor.

These are a few of the sentiments expressed by officials. We have not yet received a word of adverse criticism. Certainly in this endorsement of our position by officials there is encouragement for members, both old and new. We are young and fresh in the fight. Let's keep at it and the future will see us in the front rank, both as regards our branch of the service and our organization representing the same:

The Pittsburgh, Shenango & Lake Erie Railroad Co., Passenger Department,  
MEADVILLE, PA., Sept. 27, 1893.

R. W. WRIGHT, ESQ.,  
Cleveland, O.

DEAR SIR:—Your favor of Aug. 9, just came to light, having been mislaid among a lot of other papers upon my desk. I thank you for your kind consideration in making me an honorary member of your association and it will be my pleasure at some future date to be present at some of your meetings.

Yours truly,  
W. G. SARGEANT, G. P. A.  
The Cleveland, Lorain & Wheeling, Railroad Company. Gen. Freight and Pass. Dept.  
CLEVELAND, O., Oct. 23, 1893.

MR. R. W. WRIGHT,  
Sect., Railway Agents Asst., Cleveland, O.

DEAR SIR:—I have your letter of September 11, containing a certificate of membership and also traveling card and I can only plead absence from the city and press of business that has delayed by answering you earlier. Allow me to thank you for the kindly expressions contained in your letter and I will be glad to aid you in any way I can in making a success of the Railway Agents' Association. I shall take pleasure in looking over the history, objects and policy of the association when I have more time than I have at present. With best wishes for your future welfare I remain,

Yours truly,  
J. E. TERRY, G. F. & P. A.  
Missouri, Kansas & Texas Railway Co.  
Freight Traffic Department,  
ST. LOUIS, MO., Oct. 23, 1893.

MR. R. W. WRIGHT,  
Grand Sec'y. and Tres. R. A. A., Cleveland, O.  
DEAR SIR:—Permit me to acknowledge

yours of the 16th inst., enclosing certificate of membership in your association. I appreciate the honor and thank you for extending the privileges of your order. The association must certainly result in an advantage to its membership and to the railway service and I hope that it may be possible for me to attend some of your meeting.

Very respectfully,  
C. HALL, G. F. A.  
Atchison, Topeka & Santa Fe Railroad  
General Passenger Department  
TOPEKA, Oct. 25, 1893.

MR. R. W. WRIGHT,  
Grand Secy. Railway Agents' Assn. of N. A.,  
Cleveland, O.,

DEAR SIR:—I have your courteous note of September 16th, enclosing membership certificate in Railway Agents' Association and advising my name has been placed upon your complimentary mailing list for your official paper—THE STATION AGENT. I thank you for this courtesy.

Yours truly,  
W. S. NICHOLSON, G. P. A.  
The Cleveland, Cincinnati, Chicago & St. R'y Co., Traffic Department  
CINCINNATI, O., Nov. 4th, 1893.

MR. R. W. WRIGHT,  
Grand Sec'y and Treas., Cleveland, O.

DEAR SIR:—Please pardon this tardy acknowledgement of your kind favor of Sept. 11, enclosing to me an honorary membership in your association and your traveling card. A long continued absence from home prevented an earlier reply. The objects and purposes of your organization seem to me in every way commendable, and I think the association cannot fail to work out a large measure of good on the lines laid down for its operation. I appreciate the compliment of the honorary membership and will gladly do anything in my power to further the objects of the association.

Yours truly,  
ALBERT S. WHITE, G. F. A.  
Baltimore and Ohio Railroad Company.  
Office of Gen'l Freight Traffic Manager.  
BALTIMORE, Sept. 23rd, 1893.

R. W. WRIGHT, ESQ.,  
Grand Sec'y & Treas., R. A. A., Cleveland, O.

DEAR SIR:—I have your favor of Sept. 11. I am glad to know that you are working to get an association for the benefit of railroad men, and I thank you for your remembrance of me.

Yours truly,  
FRANK HARRIOTT, G. F. T. M.  
The Denver and Rio Grande Railroad Co.  
Traffic Department.

DENVER, COL., Oct. 3, 1893.

MR. R. W. WRIGHT,  
Sec'y R. A. A., Cleveland, O.

DEAR SIR:—This acknowledges receipt of your favor of September 11th, notifying me that I have been voted an honorary member of the Railway Agents' Association. I am much obliged indeed for the compliment.

Yours truly,  
A. S. HUGHES, Traffic Manager.



Chicago and Grand Trunk Railway.  
General Freight Department.

CHICAGO, ILL., Oct. 3rd, 1893.

R. W. WRIGHT, ESQ.,

Grand Sec'y, R. A. A., Cleveland, O.

DEAR SIR:—On my return from the East this A. M. I find your favor of the 11th ult. advising me that I have been elected an honorary member of your association, for which courtesy I desire to thank you. As soon as I can get a few minutes to spare I will read over the rules of the association as also the pamphlet which you enclosed, and I have no doubt that I will find the object of your organization a good one.

Yours very truly,

DAVID BROWN, G. F. A.

Iowa Central Railway Company.  
Traffic Department.

MARSHALLTOWN, IA., Nov. 6, 1893.

R. W. WRIGHT, ESQ.,

Railway Agent's Ass'n, Cleveland, O.

DEAR SIR:—I beg to acknowledge receipt of your favor of Sept. 16th, enclosing a certificate of membership in your association until Dec. 31st, 1893, and for which please accept many thanks. I have read the pamphlet you sent me stating the object of your association, and I am fully convinced the organization should receive the support of all railway officials. In our department we are especially depending largely on the local ticket agent for our business, and I fully appreciate the importance of their position. Trusting the organization will have unbounded success and again thanking you, I am,

Yours truly,

THOS. P. BARRY, G. P. A.

Chicago & Alton R. R.  
Gen'l Pass. and Tkt Department.

CHICAGO, October 26, 1893.

R. W. WRIGHT, ESQ.,

Grand Sec'y & Treas., R. A. A., Cleveland, O.

DEAR SIR:—I beg to express my sincere thanks for the honor which has been done me in electing me an honorary member of the Railway Agents' Association. I had hoped to have had an opportunity of personally expressing my thanks to you when you were here the other day, but you got away in such a hurry, that I did not see you again.

Yours truly,

J. CHARLETON, G. P. & T. A.

The Missouri Pacific Railway Company.

ST. LOUIS, MO., Oct. 31, 1893.

MR. R. W. WRIGHT,

Grand Sec'y, R. A. A., Cleveland, O.

DEAR SIR:—Your kind favor of Sept. 16th, enclosing an honorary membership in your association, as well as a traveling card for the current year and a pamphlet setting forth the objects and policy of your organization, was duly received, but owing to several protracted trips since that time, have withheld acknowledging receipt until I should have an opportunity of looking over the pamphlet, etc. Have hurriedly looked through the book today, and the impression received therefrom is that the object of your association is a very

deserving and commendable one, and I wish you every success.

Yours truly,

H. C. TOWNSEND, G. P. & T. A.

The Cincinnati, Jackson & Mackinaw R'y Co.  
Office of Gen'l Fr't & Pass. Agt.

TOLEDO, O., Sept. 30, 1893.

R. W. WRIGHT, ESQ.,

Grand Sec'y R. A. A., Cleveland, O.

DEAR SIR:—I beg to acknowledge with thanks the receipt of your esteemed favor of the 11th inst., inclosing certificate of honorary membership in the Railway Agents' Association, and traveling card for the remainder of the current year. Wishing the association continued growth and success, I am,

Yours very truly,

T. C. M. SCHINDLER, G. F. & P. A.

### An Advocate of Organization.

THE following correspondence is self-explanatory. It is only one letter out of hundreds that are received from agents, both in and out of the association, and shows the sentiment of agents in regard to organization. The reply of the Grand Secretary is in line with the policy of the organization, and may be of interest to members. Certain it is that the present policy of the organization, if persisted in, will win in the long run, but we must have unanimity of action and something more than the half-hearted support which has been given the association by many members in the past:

R. W. Wright, Grand Secretary R. A. A.,  
Cleveland, O.

DEAR SIR:—In reply to yours of the 14th, I am afraid I shall not be able to be present at the Boston meeting. I have only one man, and he is not an operator. Relieving agents are busy elsewhere, and I don't expect a vacation until October, but I should be very glad to see a strong New England division formed. We must have something of the kind if we get justice on this road at least. It is the policy of the — if a vacancy or change comes to cut salaries. A number of such cases have occurred lately among the agents. Take my own case, for instance. My predecessor was paid \$1.50 per day and commission on express of about 25c. per day. I had to take the station at \$1.25 and commission, but was promised the \$1.50 at an early date. I have since had two small advances, but only receive \$4.50 for commission now, after nine years service, while in the meantime the earnings of the station have more than doubled. I learned telegraphy, and this has been made a regular telegraph station, and as it is single track, that means considerable more responsibility and work, but no more pay. No overtime is allowed or Sunday pay, while if a conductor, brakeman, engineer or fireman works overtime he is paid for it, some brakemen making from two to three times more than my salary. Why? They have a strong organization. They have



never struck, but simply made their wants known as a body. If an operator relieves an agent, whose pay does he get, the agent's whom he is relieving? *No*, only an operator's. If a brakeman runs as a conductor, whose pay does he get? Conductor's every time. Organization does it. Many of the agents have joined the O. R. T. in hopes they will do something to help the matter, but it looks to me as if the R. A. A. should be able to do more in that line. Salary is not everything, but promotion doesn't count for much here if one has got to do more work and have more responsibility for his old pay. I for one am intending to get out of railroad business if something for the better don't turn up.

E. H. B.

CLEVELAND, O., Sept. 22, 1893.

MR. E. H. B., ———.

DEAR SIR:—Your letter of the 20th inst. is at hand. Your case is only the old story told over again and applied to a single individual case. There are thousands in the same position. This is one of the abuses we are trying to correct. But the way is long and weary and the clouds hang low and black. We are working patiently, but the progress is slow, and even stout hearts grow faint and discouraged under adverse circumstances. I have been in the work now for two years and many times I have been utterly disheartened, but my heart and soul are in it, and I can now see some light ahead. The great trouble is to get the agents to hang together. If they would only have patience and be content with slow and conservative action much more good could be accomplished. But the radical members cry out because we are too conservative, and the ultra conservatives and fat salaried agents raise a great protest if we try to do anything more than stand idle, and content ourselves with the assertion, "Behold, we are an organization," without proving it by active effort. I believe that our plan for the equalization of salaries, as outlined in *THE STATION AGENT* and in the pamphlet which I enclose, is a radical step in the advancement of the interests of the station service. Certainly we cannot hope to accomplish anything by such a policy as that adopted by engineers, brakemen, etc., for the interests of our members are too widely diversified and too conflicting. Our present policy is safe, practical and conservative. It is bound to win in time. Some roads will adopt it after much agitation. Others will refuse. Some will object even to considering it, but we will have sown the seed and in time it will surely ripen, and we or our successors will reap the harvest.

Fraternally yours,

R. W. WRIGHT,  
Grand Secretary.

Keep in Touch.

PERHAPS you are a general officer of a railway, and have risen from the ranks step by step, the day has been one full of care, anxiety and perplexity, but as the clouds oftentimes lift from the setting sun and touch the forests and the fields with light, so oftentimes lift the clouds of care, the sunlight of memory

steals across your vision and you wander back along that path, across the fields under the old water tank, with the little six by eight office where the old paper telegraph instrument ticks and clinks and the strip of paper coils itself into the wooden box.

You see your then oracle, the man who wore more titles than a prince, station agent, express agent, baggage master, operator, justice of the peace, notary public, grain dealer and hog buyer, who had accepted the position because no stranger could withstand the cordial greeting of the "fever and ager" of the place—this man who was to make a railroader out of you, and who as a type is now extinct. You remember the old grain house with its four wonderous bins and the great boxed grain cart that used to break your back shoving it across the great warehouse, onto the scales, and into the car, where you dumped the grain. You recall the great brass headgear, like a crown, that said "Baggage master of the P. Q. Railroad," that made you feel prouder than a king when you donned it, and how its honor inflated your muscle, and your head, and you tossed the great trunk with a bang onto the cart, or into the car. With what a gusto you swung your arm high in air and shouted "all right" to the train men, and felt a tinge of admiration as they swung onto the moving train and you stood as in a trance and saw it sweep gracefully past and away up the line.

Then you remember the first time the pay car came rolling into your station how you trembled so, and was awed by the spectacled paymaster who greeted you burskly, with "What's your name, sonny," then swinging the great book around, said, "sign your name three," and you could scarcely make a mark, or see whether you made one or not, and you took the little roll he handed you and escaped to the outer air to breath. Then when the special car of the superintendent was reported, as coming down the line, how your heart fluttered, and you felt weak in the knees, and that you positively could not properly deport yourself in his august presence. But the car came and your forgot all about your trembling for the cordial greeting and kind words of a gentleman touched your tossing sea of apprehension to a calm, and you wondered how you could have passed the dreaded ordeal so pleasantly. You have thought of that often, and compared it with other experiences with officials who were coarse and rough. You followed the record of the fortunes of that first superintendent, and felt that you had rather work under him without salary than to receive a fortune under some of the others.



You remember that message you received to "report at my office at once," signed by the superintendent. How you rushed to your home, and donning your best hurried back to catch the train that would carry you to — what, you didn't know. How you builded fairy castles as the train rattled along. How you announced yourself at "the office" and were told to "be seated as the superintendent was busy"—how your heart thumped and thumped as you held your hat and studied the walls, and the ceiling, the wonderful charts and maps, saw the clerks come and go with papers and letters, in and out, and in and out, and those moments seemed hours until your name was called, and in a daze you followed your escort into the presence of the great man. How peace settled down on your being at the hearty hand shake and pleasant smile and greeting, and in your inmost heart you worshiped him as you did your own father. And how soon—too soon for you—the interview was over, and you held in your hands the letter that gave you promotion.

Do you remember the inward resolve you made, that if success crowned your efforts you would try and repay the kindness of that man, if in no other way than by extending to your fellowman the gentle courtesy exemplified by him? As you sit in your office today after years of service varied and exacting, one of the brightest spots of all that past, are those days filled with ambitious air castles, and the sunlight of those kind salutations which were so grandly bright are pictures more pleasantly real than all the honors that have been bestowed upon you since. Have you forgotten that pledge, and do you today make glad the heart of the humble worker? You can increase his recompense with a coin no mint can produce or counterfeit, the golden kindness that blesses and enriches the giver as well as he who receives. Do you do it?"

If your experience has not taught you this lesson, and as you are traveling the way of life towards its sunset, and wish to add new laurels to your life, as well as success which position cannot give, pleasure that money cannot purchase, this way is open and clear, brighten the lives of your subordinates, and they will enthrone you in their hearts, and you will find a pleasure in the cares of office that will more than repay you in lightening the burden of duty and responsibility.

Oh! what a rush and push there is for place and power and pelf—all for the gold that we think will enhance our comfort and pleasure. And amidst it all the golden moments shine, too often unheeded, the present pleas-

cast aside, "We'll dig a little longer in the earth for gold and then we'll rest," we say, and fortunate we shall be if life be not too much deadened in the strife, or lost, before the wished for day arrives.

To those who are today at the bottom of the ladder, I would say, some day you shall assume the burdens of office, your day dreams picture that possibility in brightest colors. What a tinge of ambitious glory surrounds the very thought of the possibility, and you think realization must be assuredly more grand; mark well, the comfort and success of of larger trust means the mastering of the thousands and thousands of little details which every day brings. Your dreams picture the outlines of the fairy castle, grand and beautiful in its proportions, towering toward the sky; thus we dream and thus we plan; but in realism to build beautiful structures or to paint beautiful pictures means conception of proportions and knowledge of details, it means days of patient and exacting thought and toil, but there is no greater or more perfect pleasure than the heartfelt satisfaction of deeds accomplished and duties well performed.

The Western Passenger association lines have agreed on a rate of \$65.50 from St. Paul and Missouri river points to California tourist points and return. The tickets will have a fifteen day transit limit and a final return limit to April 10. The same rate will prevail from Duluth and Ashland to Spokane and Portland.

#### Medals for the Reliable.

The Reliable Incubator & Brooder Co., of Quincy, Ill., have been awarded highest honors, medal and diploma on their incubator and brooder combined, and a medal for hot water brooder. This is a very gratifying award, as there were exhibited a large number of incubators. Singularly enough, however, the Reliable was the only incubator from the incubator city of Quincy that competed for the prize. We congratulate them on their success.

#### Always Mentioned.

Travelers via the popular Nickel Plate road never fail, when speaking of the pleasures of a trip over that line to compliment its dining car service.

The Union Pacific has given notice that to meet the action of its transcontinental competitors it will be compelled to pay regular commissions on October business east bound from California points. At the same time it renewed its assurance that its withdrawal from local associations did not mean that it intended to demoralize either rates or commissions.



# THE STATION AGENT.

... SUBSCRIPTION REDUCED ...

—to—

## ONE DOLLAR

From January, 1894.

New subscriptions received previous to January will entitle subscribers to November and December issues. . . . .

### FREE.

**WE OFFER.**—For forty (40) new subscribers sent us by any one person previous to April, 1894, we will furnish a Hall Typewriter (improved), in an elegant black walnut traveling case. The selling price of these Typewriters is \$30.00.

For fifteen (15) new subscribers sent us by any one person, previous to July, 1894, we will furnish a Crown Fountain Pen. These are gold pens and rubber holders, the selling price is \$4.00. Or, in case of failure to secure the full number of subscribers we will allow ten per cent. commission on number secured.

**The Clark, Britton & Wright Co.**

M. G. CARREL,  
MANAGER.

45-49 Sheriff Street,  
CLEVELAND, OHIO.



phlet published in 1841; and distinguished engineers and geologists after mature deliberation decided that no better could be found. It seems scarcely credible that until the commencement of the present century there was no road across the Alps. Yet, as a matter of fact, there was no carriage way till the great Napoleon, after experiencing enormous difficulty in the passage of his army, began the works for a practical road over the Mont Cenis Pass. Operations were begun in 1803, but the work was not completed till 1810, and the cost was £300,000. As Alpine travelers know, the road is carried up the mountain by six zig zags each of which is about three-quarters of a mile in length, while the slope is about one in twelve. The Mont Cenis road being completed, a large part of the traffic between Northern Europe and Italy took that course. The example once set, other roads were carried over the most accessible passes, including the Simplon, the St. Gothard, and the Splügen—until there came to be seven carriageable roads, none of which offered difficulties to travelers in ordinary weather, although all were liable to delay, more or less serious, during the greater part of the winter season. Even Mont Cenis, the most generally open, has been closed for traffic for many days together during the winter season.

Some years before the tunnel was completed a very ingenious system of mountain railway was introduced by Mr. Fell, an eminent engineer who, assisted by Lord Brassey's father and others, succeeded in obtaining a concession to connect the French railway terminating at St. Michel's with the Italian line laid as far as Susa. This line consisted of the ordinary two rails and a third held at some distance above the ground between these two. The third rail was capable of being clasped by two wheels, either serving as brakes when required to do so, or assisting to drag the engine up a very steep incline. The average speed attained in ordinary weather was about ten miles an hour and the engine was small and capable of carrying only two small passenger carriages. The rails were laid on a part of the old carriage road which was given up for the purpose. An interesting sight it was to see the engine and train working up the steep incline of one in twelve and turning curves of 40 feet radius while making the ascent.

Ingenious as the system undoubtedly was, it could not be regarded as a satisfactory substitute for a continuous line subject to no accidents of weather or season. Among the conditions which had to be fulfilled in a site for a

tunnel through the crest of the Alps to connect the French with the Italian railways were the two following: The distance tunnelled must be as short as possible; and it was absolutely necessary that there should be as little difference as possible in the level between the emerging points of the tunnel at the two ends. As the railway was completed into the valley of the Arc, and there did not seem to be any other valley that could be made use of on the French side, and as the Dora Valley, parallel to it on the other side of the mountains was everywhere much lower than the Arc, there did not seem to be much chance of success. It was ascertained, however, that at a point close to the little town of Dulx, where the Dora Valley turns southward and leads to a pass at Briancon, there is a re-entering angle on the crest of the Alps leading to Mont Tabor, up which is an unusually wide and open valley about eight miles in length. The valley approaches to within eight miles in a direct line of the town of Modena on the French side of the crest, and the additional rise brings it within about 400 feet of the same level. Here the engineer found what was needed—a site where the crest of the Alps could be pierced at a manageable level, and where the distance to be bored, although very great, was not hopelessly beyond the capabilities of the engineer.

The site thus pointed out for the tunnel is about sixteen miles nearer St. Michel than Lankasbourg, where the road leaves the valley. The level is considerably lower, and the railway, carried along the valley of the Arc, is much less liable to injury from inundation. On the other side the railway from Susa is carried along the wide and open valley of the Dora, with a happy immunity from accidents caused by the weather, and is conducted up the Bardonneche Valley with equally little likelihood of damage. It thus goes up to the great wall of the Alps at a level of 4,380 feet above the sea, and at Modena, where it emerges, the level of the valley of the Arc is 3,540 feet. As the point of emergence is in a small ravine a little distance from the stream the railway is taken up by a zigzag to enter the mountain from the north at a height of 4,046 feet above the sea. The difference of level, 336, is too small to be in any way troublesome. The line of the tunnel runs almost under Mont Frejus, and is only a few miles distant from Mont Tabor, one of the loftiest summits of

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"A Merry Christmas" and a "Happy New Year" to all! THE STATION AGENT \$1.00 per year.



Central, with headquarters at Cincinnati, Ohio. He has heretofore been traveling passenger agent of the Northern Pacific, with headquarters at Cleveland, Ohio.

Mr. C. L. Thomas, heretofore assistant general freight agent of the Chicago & Erie, has been made general freight agent of that company, and his former position abolished. Mr. Thomas will have his headquarters in the Phenix building, Chicago.

Mr. William Hogdon has been appointed assistant general freight agent of the Baltimore & Ohio South-Western, with headquarters at St. Louis, Mo., effective Nov. 11, and the office of division freight agent at Springfield, Ill., has been abolished.

Mr. C. L. Sprague has been appointed general agent of the passenger department of the Toledo & Ohio Central, with headquarters at Columbus, Ohio. He has heretofore been connected with the general passenger department of the Cincinnati, Hamilton & Dayton.

Mr. W. J. Martin, who has been appointed general freight and passenger agent of the Philadelphia, Reading & New England, has for thirteen years been chief clerk of the freight and passenger departments of the New York, Ontario & Western. His headquarters are at Hartford, Conn.

Mr. W. W. Heafford, since 1884 eastern passenger agent of the Chicago, Milwaukee & St. Paul, has been appointed district passenger agent of the same road at Milwaukee, with jurisdiction over the States of Wisconsin, Minnesota, Northern Iowa and South Dakota. The position is a new one.

Mr. William Kelly, Jr., traveling passenger agent of the C. M. & St. P. railway, is assigned to duty in the territory heretofore under the jurisdiction of Mr. W. W. Heafford, eastern passenger agent, who has been promoted to be district passenger agent at Milwaukee, Wis. Mr. Kelly's headquarters will be at No. 14 Exchange street, Buffalo, N. Y.

Mr. O. V. Smith, traffic manager of the Seaboard Air Line, has been granted a leave of absence for several months on account of ill health, and sailed for Europe Nov. 10 en route to Carlsbad. While he is away Mr. H. W. B. Glover, division freight and passenger agent at Atlanta, Ga., will act as traffic manager, with office at Norfolk, Va. Mr. W. L. O'Dwyer, chief clerk of the traffic manager, will proceed to Atlanta and assume the duties of Mr. Glover.

Mr. John P. Douglas has been appointed general agent of the freight and passenger departments of the Union Pacific at New Orleans.

La. He formerly held this position, but the office was abolished Aug. 15 last. Mr. Douglas was recently appointed general agent of the American Refrigerator Transit Company at New Orleans, but before entering upon the duties of the office he received an offer to return to the Union Pacific which he decided to accept.

W. B. Conard, the popular, efficient and always cheerful ticket agent of the Philadelphia & Reading Road at Philadelphia, is now permanently located in his beautiful new office at the Reading Terminal Station, corner 17th and Market streets. This station has lately been fully completed and thrown open to the public, and is probably the handsomest and most complete railroad station in the world. Mr. Conard's office is large, roomy, convenient and tasteful, and fully in keeping with the elegant and comfortable appointments of the rest of the station. Mr. Conard extends his greetings to his friends throughout the country, and any of them happening into Philadelphia will always receive a hearty handshake and a warm welcome from him.

Mr. L. F. Day, traffic manager of the Mississippi Valley Route, embracing the Chesapeake, Ohio & South-Western, Owensboro Falls of Rough & Green River and Ohio Valley roads, was on Nov. 11 chosen chairman of the South-Western Traffic Association at St. Louis, Mo. Mr. Day, who is only thirty-five years of age, has been traffic manager of the roads named since April, 1892, and was for six months also traffic manager of the Louisville, New Orleans & Texas. He was formerly connected with the St. Louis South-Western, formerly the St. Louis, Arkansas & Texas, for five years, successively as traveling freight and passenger agent, chief clerk general freight office, assistant general freight agent, general freight agent and freight traffic manager, holding the last named position from December, 1890, to April 1, 1892, when he resigned to become traffic manager of the L. N. O. & T. and Newport News & Mississippi Valley.

#### Common Sense in Legislation.

When the patriotic writers of two generations back descanted on the natural resources of this republic many cool-headed Europeans set their words down as youthful boastfulness. The progress of knowledge, however, has shown that the country is even richer than was supposed by the most hopeful prophets of former days. Our agricultural, timber, and mineral interests; our sea, lake and river coast our facilities for every kind of industry, merit



quartz in a couple of minutes. The rock was so hard that the steel tool was completely blunted in that time and had to be replaced by another. The force employed to drive the machine was compressed air having a density of between six and seven atmospheres. As many as seventeen such machines were used together without danger of confusion, each working independently of the others.

The length of the Simplon Tunnel Railway is given as 12½ miles, and it is proposed to start the works on the northern side of the mountain at a point 687 meters in height just above Brigue. From this point it will rise at a step gradient of 1:5 to 701 meters at the center and then drop at an incline of 6:5 to the Southern side on Italian territory, the opening being at a height of 634 meters near Isella. This is ten miles from Domo di Ossola, the terminus of the Italian Mediterranean Company's branch, and the estimated cost of railway connection therewith is £170,000. The contract has been undertaken on behalf of the Jura Simplon Ry. Co. by MM. Brand, Brandau & Co., of Hamburg, and Locher & Co., of Zurich.—*Transport*.

#### A New Railway.

**THE Sedalia Gazette** says: The Lake Superior, South-western & Gulf Railway, with a capital stock of \$5,000,000, recently filed article of incorporation with the Secretary of State at Des Moines. The real object of the company has been kept secret pending the completion of important preliminary arrangements, but it came to light today. The company has for its object the consolidating and operation under one management of one or more roads in Minnesota, one north and south line in Iowa, with a system in Missouri, which, with the construction of 200 miles south from Aurora in Missouri, will give the new road access to Little Rock, Ark., at which point connection with New Orleans and Sabine Pass will be made. The whole system will give a direct line of rail communication from Duluth, Minn., to the Gulf at Sabine Pass, an arrangement long desired.

Prominent capitalists, including J. V. Farwell and George W. Cable of Chicago, and Gen. G. M. Dodge of New York, are understood to be interested in the new company. The new line is expected to relieve the milling, grain and lumber interests of the Northwest and trans-Mississippi country of the arbitrary demands of the trunk lines east of Chicago and afford them direct rail and ocean connection with the markets of the Old World

without being compelled, as at present, to reach the Atlantic seaboard via Chicago and New York or Boston. The lines already built, together with those upon which construction will soon begin, will shorten the distance to the Gulf from 128 to 150 miles, and will traverse the most productive portions of the Northwest and South, penetrating to the northern terminal the great wheat and lumber regions of Minnesota, and passing southward pierce the inexhaustible corn and coal fields of Iowa and Missouri.

From Aurora in Missouri and Little Rock in Arkansas, for a distance of 200 miles, the proposed line will traverse a thickly settled and prosperous section of country with no competing line within thirty miles on either side. This, with a stretch of sixty miles in Southern Missouri and Northern Arkansas, is underlaid with thick veins of coal and lead, the latter composed of the best galena ore in the South, easily rivaling the extensive lead deposits in Joplin. This section is also an unrivaled stock country, the product of which has now to be hauled or drawn sixty miles to a market at Springfield.

Mr. J. M. Miller, who, until recently, for four years past was general auditor of the Des Moines, Northern & Western and who resigned to accept his present position, has been appointed secretary of the new company and is at present located at Springfield, Mo., where he has removed his family and established an office.

L. S. Steadman, a civil engineer and practical railroad man, has been appointed locating engineer and right-of-way agent and, with President Bristol, is now out along the line in Southern Missouri. They will return in a few days and early next week, with Col. Martin and a number of capitalists from St. Paul, Minneapolis, Chicago, and several railroad contractors from Omaha, they will again go back to Missouri and traverse the proposed route from Aurora to Little Rock with a view to receiving bids preparatory to beginning the work of construction from Aurora south within the next thirty days.

The Mexican Central is fitting all of its engines to burn wood. Some of them have been using wood, but the discount on silver is now so heavy that it is cheaper to burn wood than coal. Mr. Johnstone, the superintendent of motive power, has designed a boiler and firebox for burning wood for his compound locomotives, and the new locomotives to be ordered will have the new boiler and the Johnstone compound cylinders.—*Manufacturers' Record*.



and south-west virtually plundered railway companies. Promises of aid were repudiated; fraudulent damage claims were rushed through the courts; rates were scaled to a figure that left no margin for profit. The federal tribunals have, it is true, somewhat mitigated this state of affairs. For a number of years, however, the Reagan bill lessened confidence in American railway securities. The interstate act, though less radical, has caused numerous annoyances and involved the railways in costly litigation. As time passes skilled labor becomes more costly, passengers grow more exacting, great improvements are needed, and rates gravitate to lower and lower figures. The bulk of railways do not pay and never have paid dividends. It is a matter of surprise that the best managed railway of the Union has paid a dividend of 5 per cent. in cash and 2 per cent. in stock this year. Further taxation would increase the difficulty of making any return to stockholders. The present year has shown, what common sense might have anticipated, that when railways are forced to economize the whole community feels the effect. Should prosperity revive, as it will, provided Congress interposes no barrier, the railways will build new stations and bridges, lay additional tracks, order new rolling stock, and make extensions and improvements that will furnish employment to thousands of skilled and unskilled laborers. Unfriendly legislation at Washington will reduce their earnings and lessen their capacity of serving the public. Europeans who might invest in the securities of dividend-paying lines will not buy stocks that are likely to be depreciated by congressional action. The policy of increasing railway taxation is admirably calculated to keep gold out of America and in Europe.

There is excellent reason for hoping that all the plans above mentioned will fail of adoption. But even if smothered in committee their agitation does harm. In urging the repeal of the silver purchase law, the President well said that a man cannot be cured of his fright by being told that it is foolish to be alarmed. The same line of reasoning is still applicable. Financiers were apprehensive concerning the silver purchases, and that element of danger is out of the way, but how much are we benefited if other perils take its place? Less rhetoric and more common sense is needed among those who would like to be considered statesmen. The bare possibility of an approach to free trade, of a return to the income tax imbecility, of excessive taxation of railways, is likely to work us harm both at home and abroad. It is decidedly pleasanter to read that large shipments of gold have arrived on this side of the ocean than to read that foreigners are selling their American stocks and resolving to look elsewhere for investments.—*The Railway World*.

## Mistakes Not Confined to a Railway Men.

### TO THE EDITORS:

ONE particular phase in railroad work appears to have forced itself conspicuously upon the public mind this summer. It has been assailed in the most vituperative manner by the press throughout the land, and no one has had apparently the courage or inclination to offer any defense. I refer to the matter of railroad calamities. That there should be any ground for defense for train accidents may to some seem questionable, but to those whose opinion is in the negative I beg to submit the following thoughts:

In all the industrial, commercial or political pursuits of life, from that of the statesman down to the newspaper correspondent, has there ever been found a person if he has done anything at all, who never made a mistake?

No matter how skilled a printer may become in setting type, will he not occasionally use a wrong letter? Can any punishment be invoked that will forever prevent the occurrence of the same mistake, either by himself or anyone else? May not the duties of the telegraph operator or the switch tender become as mechanical to him as are those of the printer?

Through the mistake of a commanding officer a British man-of-war sinks with several hundred men. Was the government held accountable? Accounts of the coal mine horrors continually meet our eyes; are the companies held responsible? How many people ever feel any sympathy with a railway company for the enormous expense that a wreck often means, in damages to the injured and repairs to equipment? Are not railroad companies continually menaced with highway robberies from which the government offers little or no protection? Is it not the duty of every law-making body to declare that the placing of obstructions on railroad tracks or any similar criminal interference with the running of trains, thereby jeopardizing life, no matter what degree of injury actually follows the act, will mean death to the offender? No intelligent, discriminating mind can see the justice in a law which condemns one man to death who premeditatedly takes the life of one person, and is satisfied with committing another to a short term of imprisonment who tries to take the lives of many, but through almost providential circumstances does not succeed.

F. T.

[We print the above, not that it harmonizes with the general conception of discipline, but it contains some very broad principles of equity.]

The public and the press, appalled by the horror of a railway accident, rush to conclusions which are too often unjust, they place the responsibility without fully considering conditions. They condemn the railway company or the employee, when perhaps, in fact, the mechanism of the engine, the slippery rail, dense fog, the failure of the air brake, the breaking of a rail or switch bolt, or perhaps



### Flagman Versus Block Signal.

**WE** make the following interesting extract from the paper on "Railway Accidents" by Mr. H. S. Haines, vice president of the Plant railway system and president of the American Railway Association, which will appear in the volume of proceedings of the World's Railway Commerce Congress, now in print:

As a general proposition two trains proceeding in the same direction should be separated by an interval of space sufficient for the following train to be stopped at any time within that interval. To accomplish this the engineer of the following train must be informed whenever the limit of that interval is being encroached upon. The extent of this interval of safety must vary with the speed of the rear train, the gradient of the track and the efficiency of the appliances provided for bringing the train to a state of rest—for example, as between a light train, equipped with air brakes proceeding slowly up a one per cent. grade, and a heavy train, equipped with hand brakes proceeding rapidly down the same grade. Conditions of weather tending to obscure the range of vision or to lessen the adhesion of wheels to the track or of brakes to the wheels may also serve to extend the interval of safety.

When the prevailing conditions extend the limit of this interval beyond the range of vision of the following train, it must be preserved in other ways. The standard code of train rules adopted by the American Railway Association recognizes but two—the block system and the flagman of the preceding train.

In degree of efficiency the two ways are about as far apart as the poles of the earth, one being the latest expression of human ingenuity as applied to railway practice, the other a makeshift, the inefficiency of which is in proportion to the indolence or stupidity of the flagman. The absolute block system, rigidly applied, will absolutely preserve a stated interval between following trains, but the cost of its construction and maintenance precludes its use on by far the largest part of the railroad mileage in this country. Where this consideration prevents, reliance is placed upon the watchfulness of the flagman, who is expected, when in his judgment it becomes his duty to secure this interval of safety, to leap from the rear of the moving train and, armed with red lantern and torpedoes, to plunge bodily into the darkness of night, perhaps facing rain, snow or sleet, hastening toward the headlight of the following train which glares

at him as he feels for his footing on the cross-ties upon some lofty bridge or long trestle. At length he reaches the prescribed distance of twenty-six telegraph poles, or about one mile, plants his torpedoes and listens with eager ear for the signal of recall. If, through haste to depart or inadvertence, the signal is not given and his train moves off without him, that flagman may pass the night in solitude, perhaps wet, cold and hungry, or until some train stops at his signal and picks him up. Such are the duties required of a flagman, and it takes pluck and endurance to fulfill them.

It also takes intelligent judgment to determine promptly under the four rules for flagmen, making sixty-eight lines of the standard code, just when a flagman must go back, how far he must go, and what he must do when he gets there; yet this important service is generally entrusted to a novice, to an apprentice in training for promotion to a conductor's place, or to some sturdy brakeman accustomed, it is true, to the hardships of train service, but also to successfully evading them. Either through ignorance or doubt or fear of being left the flagman may linger around the rear of a train until it is too late for him to stop a following train, or he may disappear in the darkness or just around a curve near enough to be handy when recalled, taking the chances as to whether a train is following or not.

It is safe to say that a majority of the rear collisions between stations are due to a failure of the flagman to comply with the rules prescribed by the standard code for his guidance. Here is the principal cause of rear collisions, and here a remedy should be applied by relying less upon the intelligent and willing discharge of the duties thus placed upon the flagman. The most intelligent and most experienced man in the train crew should be the engineer; the best acquainted with the curves, grades, bridges, cuts, embankments and other physical characteristics of the road; the best informed as to the trains passed and to be passed, and when a stop is made or the train slows down at an unusual place he knows the cause and the probable detention, not only after it occurs but also before, and can often select the safest place for a stop. It is he, then, and not the flagman or conductor who should determine when the rear of his train is to be protected, and the flagman should act promptly when the signal is given to him, but not before, except in emergencies that can readily be sug-

WE present to you the best railway journal in the land for one dollar per year.



If the president or general superintendent is too much engrossed in the cares of his office to know or refute the charges that he is heartless and grasping; while his intimate acquaintances know him to be a gentleman with a large heart full of human sympathy, it is his duty—not so much on account of his personality, but on account of the vast interests and the great army of which he is made the prototype.

#### The Examination of Steel.

UNDER the above caption the "Engineering and Mining Journal" says: Perhaps there is nothing more notable in the metallurgical history of the past two decades than the investigations which have been made into the composition and structure of steel. For some time after the invention and introduction of the Bessemer process had made possible the substitution of steel for wrought iron as a material of construction by increasing its production and lowering its cost, we were generally inclined to accept the metal and to make the best of it. Steel was steel, and the variations in its strength, hardness, and other qualities which were found were for a time taken as inevitable drawbacks to its use and as offsets to the advantages which it presented for many purposes, with which we could not well dispense. The Bessemer metal was better than puddled iron in many respects, and why some should be better and some of inferior quality was a matter beyond control.

It was not to be expected, however, that this state of affairs would satisfy those to whom the use of the metal was important. To the railroad men belongs the credit of making the first advance, and the remarkable investigations of Dr. C. B. Dudley into the quality and characteristics of the steel rails furnished to the Pennsylvania railroad first called general attention in this country to the possibility of regulating the composition of steel and adapting it closely to the special purpose for which it was to be used. The publication of the results obtained by Dr. Dudley brought out other investigators, both in this country and in Europe, and a great amount of study was applied to the question. The comparison of physical tests and chemical analyses revealed something, and new points in the metallurgy of steel were constantly revealed. The extent to which these investigations have been carried is well shown by the great work of Professor Howe on the metallurgy of steel, which is the most complete and thorough study of the subject yet presented.

The invention of the open-hearth and the basic processes, which have supplemented that of Sir Henry Bessemer, have largely extended the production of steel by making possible the use of iron formerly considered unfit for the purpose, and have aided in increasing the substitution of the metal for wrought iron in many directions. The attention paid to the elimination of sulphur, phosphorus, and other undesirable elements is gradually extending the production of raw iron which is adapted for treatment. Much greater certainty is now attained in securing the qualities of steel needed for special purposes, as hardness and resistance to wear in rails, tensile strength in bridge work, toughness and resistance to impact in armor plates, and vast progress has been made also in the study of alloys of steel, such as nickel-steel, chrome-steel, aluminium-steel for castings, and others.

One of the later developments in the study of steel is the microscopical examination of its structure, on which some remarkable notes were presented in the recent congress in Chicago. Taken in connection with physical and chemical tests, these structural investigations are bringing out new points in relation to the metal which will prove of great value to the metallurgist. Much still remains to be done in this direction to decide the exact relations between the chemical constitution and physical properties, but the way has been made fairly clear, and the metallurgists are rapidly approaching the time when uncertainty and so-called mystery will be eliminated and the variations of quality in the product which are now unexpected will be fully understood and that steel of any desired property can be made to order. The extremely valuable papers of M. A. Martens and Mr. Sauveur, which we have illustrated in these pages, mark a distinct progress in this important department of metallurgy.

#### Keep Up Faith.

IN these depressed times the wise man will keep up faith in the integrity of the people and in the intention, through their representatives, to maintain the nation's money at 100 cents on the dollar. He will remember the boundless resources of the country in agricultural and mineral wealth; that things wear out and rust out; that sixty-five millions of people require supplies; that activity is the normal condition; that the energies of the people cannot long be suppressed; that prices are not inflated, and that as soon as the present liquidation is accomplished and the bugaboo of the tariff set at rest, activities will resume, while in the meantime a steady improvement may be looked for.—*Sparks from the Crescent Anvil.*



with the block signals which shall strike the engine gong, or blow the whistle, or apply the brakes, or even close the throttle valve on the approaching train, but these appliances have not yet reached such a stage of efficiency as to call for further notice.

To recapitulate what has been stated, the general adoption of the absolute block system would have prevented nearly every rear collision that took place between stations in 1892. But on perhaps eighty per cent. of the mileage of this country the principal dependence for protection against such collisions is the flagman. Except on roads with very heavy traffic, the establishment of the absolute block system is impracticable because of the increased cost of operation consequent upon its introduction. On such roads the flagman must still be relied upon, and his usefulness will be greatly enhanced if he be put directly under the engineer's control by whistle signal, and if the engineer be required to rely upon the fusee to preserve the interval of safety for a following train.

The statistics show that rear collisions take place about as frequently at stations as between stations. Such collisions generally occur from the crew of the train standing at the station believing that the engineer of the following train will approach cautiously, expecting the track at the station to be occupied, while in fact the engineer of the following train approaches the station fully confident that if the track were not clear the flagman would be out a proper distance. Here again the reliance is placed on the flagman with the same unfortunate consequences. The investigation of rear collisions at stations or where the forward train was standing still will show that in the most of them the flagman was in doubt as to whether he should go back or not. Perhaps the engineer had only stopped for a few minutes to inspect something about the engine or at a water station, where every man on the road ought to know that trains always stop—or if at a regular station, then the train did not stop just at the regular place. Theoretically the flagman always goes back the prescribed distance whenever the train stops. In practice he only goes back to the proper distance when he knows that a train is following or that he will have plenty of time to get back to his train, or that some official of the road has his private car attached. The remedies are the same as for rear collisions: either the absolute block system or the engineer made responsible for signaling the flagman back. The variety of conditions under which it must be determined whether a flagman should or

should not be sent to the rear can be seen by reference to the circular notice attached to this paper.

Another fruitful cause of rear collisions is misplaced switches. There are several remedies for accidents of this kind. In yards the responsibility for a rear collision should rest with the engineer of a following train. He should understand that he will receive no warning by flagmen, only by switching signals, and should always enter and pass through a yard with his train under such control that it could be stopped at least in its length. This should be insisted upon unless switching is forbidden on the running tracks through the yards. Switches not in yards should be provided with counter-weighted switch levers that can only be locked on the main line. When in use, a man would then have to be at the switch, and when not in use the counter-weight would bring the switch clear to the main line. Whenever a counter-weight switch lever is not used, a distant signal should be connected with the switch.

"A Merry Christmas" and a "Happy New Year" to all! THE STATION AGENT \$1.00 per year.

#### A Railway Across Siberian Wilds.

A WEALTHY Russian who has the contract for building a part of the great Siberian railway arrived with several of his companions on the last Pacific Mail steamer, says the *San Francisco Chronicle*. This gentleman is J. J. Galetzki. The others in the party are Mr. Korloff, who has been operating Siberian mines, and two civil engineers named Ivanoff and Alimoff. They are on the way to St. Petersburg.

The Siberian railway, which Mr. Galetzki is now engaged in constructing, is a costly enterprise, and when completed it is expected that it will have an important effect on commerce and civilization. It will be the longest line of track ever laid. A person can get on a car and ride more than 5,000 miles without change when it is built. At the inception of the work the supposition was that it would be finished in 1895; when some progress had been made the belief was that the last spike would not be driven until 1897, and now Mr. Galetzki has informed acquaintances here that in 1900 the Trans-Siberian railway may be completed. As the difficulties are greater than anticipated when encountered it may be that the project will be accomplished at the beginning of the next century.



## THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Railway Service in General.

### OFFICIAL ORGAN

*The International Association of Ticket Agents.*

*The Railway Agents' Association.*

*The American Railroad Clerks' Association.*

*The New England Railroad Agents' Association.*

Entered at the post office at Cleveland, O., as second-class matter.

CLEVELAND, O.

THE CLARK-BRITTON & WRIGHT CO., PUBLISHERS,  
45-49 Sheriff Street.

M. G. CARREL, MANAGER,	Cleveland, O.
R. W. WRIGHT, EDITOR,	Cleveland, O.
GEO. A. ROUND, ASSOCIATE EDITOR,	Waltham, Mass.
C. S. BRITTON, PRESIDENT,	Cleveland, O.
C. R. CLARK, SEC'Y & TREAS.,	Cleveland, O.

ANNUAL SUBSCRIPTION, (Strictly in Advance,) \$2.00  
SINGLE COPIES, .20

Advertising Rates will be made known upon application.

VOL. X. NOVEMBER, 1893. No. 3

Remittances may be made by Draft, Postoffice or Express Money Order, Postal Note, or Registered Letter, and should be made payable to the order of THE CLARK-BRITTON & WRIGHT CO. Currency, unless registered, at sender's risk. Advertising forms close on the 25th of the preceding month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

We are in receipt of a very complete catalogue of American and Canadian newspapers and periodicals published by Messrs Dauchy & Co., No. 27 Park Place, New York; each half page is ruled for memorandum opposite the name of the paper or Journal to enable advertisers to make memorandum of contract or index to record books. The book is beautifully bound and contains over 700 pages, and is withal a work of art as well as a perfect compendium of information.

EVERY member of the R. A. A. should read carefully the address of H. S. Haines, president of the American Railway Association, delivered at its recent convention in Chicago, and printed in our October issue. Mr. Haines deserves a world of praise for the noble, patriotic, manly attitude he takes in presenting facts, as his experience and observation have

suggested them, unbiased by that prejudice, too prevalent among the leaders in corporate management, of withholding from the masses the sympathy arising from that sense of manliness which is a factor wonderfully strong even in the breast of the most tyrannical. This sentiment, which would exact equal justice for all, has been suppressed on the supposition that policy in management seemed to imperatively demand it. How many abuses have been sustained in the name of "policy," that outgrowth of serfdom, which was to keep the slave in ignorance of his true position and the condition of his servitude.

This is a conflict for freedom that will be fought on lines of peace and reason, and he who gives his best experience and honest effort is worthy of a diadem of honor, a diadem more valuable and more honorable than crown or sceptre.

We print elsewhere in this issue a resolution, offered by Representative Patterson, "to amend the Interstate Commerce Law," "making it possible, under certain restrictions, for competing common carriers to enter into contracts for the purpose of dividing the profits or net earnings derived from their traffic."

We believe this a move in the right direction. The railways had reached a practical solution of the great problem of ruinous competition in the "pools," which were declared illegal under the Interstate Commerce Act. We have always thought that if legislation had been directed toward legalizing those pooling arrangements, and the enforcement of their provisions, it would have been far better for the railways and the public. The fault or weakness of "pooling" was not so much in the inherent evil of the system as in the fact that unscrupulous managers secretly evaded their promise to be governed thereby, and obtained vantage by underhanded means and measures as against the provisions of their compact.

The railways, after years of bitter warfare for vantage, and sinking millions of dollars, had devised what their combined judgment and experience had suggested as a means of adjusting the differences and protecting their interests.

The interests of the public are best served by the successful financial operation of those institutions that add wealth and comfort to her millions. To place fetters upon industries is worse than enslaving individuals, as both are thus debased.

Advancement has ever been upon a line of experience and changing conditions. To ignore the development of these conditions,



and all their complex factors, requires a readjustment, and is at best an experiment. The innovation may be beneficial; it may be a failure.

The Interstate Commerce Act is now, however, the controlling force, and we think it a wise move to incorporate this provision, founded upon the best that the railways had devised. Give them a right to pool under legal direction and restriction.

IN glancing over the rules governing employees on the M. & St. L. railway, we note one which will especially commend itself to the traveler, in that it expressly forbids profanity and unnecessary noise about sleeping cars at night. Some time since it was the fate or fortune of the writer to be on a sleeper, and during the early morning a dining car was to be placed in the centre of the train. The switching engine *it seemed*, was one used to pull stumps—one of those loose-jointed, lost motion link and pin affairs that loosened every nail in the car each time it moved either backward or forward. The suddenness of the start was terrible but as nothing to the bump when the car stopped. We seemed to suffer the shock of collision long drawn out. The elements were well mixed in that car as was also the language. It should be one of the constant thoughts of the engineer, that the first consideration in handling "human freight" was their comfort and safety.

This is too often lost sight of in the hurry to make or save time by the engineer or yard conductor as well as the regular passenger train crew.

We know of a certain railway president who was thrown from his berth by the vigorous application of the air brake, which passengers must suffer and endure, and who made amends to his sense of injury by reprimanding the offender and forbidding a repetition. It is a well known fact that engineers and trainmen are more considerate when they have a general officer aboard, whereas the passenger who pays his way—furnishes the cash which pays the employees' salary—should have the first consideration.

A set of general and special rules governing the employees of a railway—especially the handling of trains—is wonderful in its complications to the uninitiated, and they are assuming the proportions of Blackstone or an encyclopedia, and many casual readers would be compelled to consult the latest vocabulary to know the meaning of many of the words and terms of the present railway code.

It is certainly commendable in the moving and controlling power of any railway to place restrictions to annoyances of every nature, and every year adds to the finer sense of courteous consideration of the traveler by railway official and employee.

\* \* \*

THE *International Ticket Agent* for October and November has reached us, and we must commend its management on the attractive exterior and clear cut typographical interior. We know if Mr. Cadwallader can have the support and assistance of the members of the I. A. T. A., to supplant his efforts they will have a journal to be proud of.

If THE STATION AGENT could have had the support of the officers and members of the I. A. T. A., its official columns would have been more acceptable to that association. They, the officers, pretended to condemn us for their own short comings.

We desire right here to point fairly and squarely to a weak point in that organization, that there is too much assertion of personal prejudices and ambitions among the leaders and a broad generosity among the members that recognizing these facts, take no decisive step to overcome them. The members go out for a good time, they always have it, and when they return to their work they give little heed to the most important adjunct of their association, the cord that should bind them and hold them and place them in touch every day, their official organ.

Let us point to the marked difference between the enthusiasm displayed in the ranks of the R. A. A. and the I. A. T. A., in their official columns, both in THE STATION AGENT and the *International Ticket Agent*.

Apathy and indifference even tend toward weakness.

Our inheritance from the past, that difference of opinion must be settled through superior physical force, pain and endurance, must be cast aside for in a purely educational campaign, for better means and methods, the pen is the implement, thought the incentive, calm reason the arena. The power of these associations lays wholly in their brotherhood, and that fraternity means broad charity for all touching their experiences and their opinions, for they must be largely experimental in new fields. We must acknowledge that upon most questions the mass of humanity will be at variance as the mental development of each individual is the result of dissimilar combinations of experiences and conditions.



Whether they realize it or no the two great railway association have placed their existence on principals in advance of every other organization of employees.

They say in substance we will labor to reform existing conditions on lines of reason only, we will prove the right as well as the wrong by honest application to those conditions, we expect expressions of doubt as to the honesty of our professions as it is a departure from the selfish past.

It has been conclusively proven that these ideas, this "platform" of the R. A. A. and the I. A. T. A. have the hearty support of every every one from president to office boy. The only opposition comes through doubt or selfishness which in their opposition prove the inherent truth in the strength of these social brotherhoods that direct and assist, reason and persuade instead of forcing or commanding. Maintain the position you have assumed for it is just and right and must prevail.

Bear in mind it is a system that holds no whip to scourge to action, no blow to force compliance, it depends on individual exertion and co operation.

Study every step, every proposition, discuss it fully, freely and frankly don't belittle your "humble position" nor "be so exhalted in your own estimation" that you cannot stoop to enlighten or be enlightened, let no fear of being misunderstood or misinterpreted deter you from giving expression to your honest thought and understanding; you may be wrong and the only way to convince you may come through contact, the only proof of error may come through its application or expression.

Your personal opinion like your personal self is but an atom in the great universe of existence but as important as the greatest for it has its influence which cannot be estimated and which will only be proven in development.

Servility—the germ of degeneracy—is the scorn of the strong. Manly assertion of honest opinion meets and merits admiration. Tennyson says:

"Write on your doors the saying, wise and old  
Be bold; be bold, and everywhere be bold;  
Be not too bold, but better the excess  
Than the defect, better the more than less."

It seems that the great warfare for principle, establishing the moral and legal rights of the employee, and the privileges of the employer, which has been so fiercely waged, and which has entailed so much suffering and loss, has at last reached a point of armistice where the leaders of both forces are expressing a desire for amicable settlement.

In all the conflicts of the past, calm after thought has fully demonstrated that there was elements of right and justice, as well as wrong and oppression, in the measures sought to be established; as well as in the means to maintain and effect their adoption and enforcement.

Theories seemingly perfect in their lines of reasoning and adaptation, tending towards the perfecting of needed reform, often meet an opposition of selfish prejudice against innovation, or conditions which make them inoperative as corrective measures.

Conditions, containing elements confessedly wrong, are often honestly maintained and patiently suffered because the means of suggested improvements do not meet with approval.

The great mass of humanity never awake to question, or attempt to correct wrong or oppressive conditions until goaded to action by great suffering, or raised to reflection by a process of education, that causes or enables them to reflect upon, and deduct from those lessons of the past the resultant present and the unfolding future. That past, whose strife for better things has often had above its contention the cloud of selfishness and the smoke of passion, has most often been blindly fought for vantage, not for truth.

Human limitation of knowledge will excuse the failure of an honest effort, but the limit of a human life—a flash of light in the great eternal—should contain no effort to excuse intentional wrong.

The great past teaches us, that good comes surest from a judgment calm, and reason passion free.

Based on a studious review of the actual experience past, having in mind the powers of legislators over the subject under constitutional limitations, as established by judicial decisions, with knowledge ripe, research deep, and judgment strong, with not a selfish or ambitious thought, several lawyers and judges in conference and after earnest debate and argument touching every possible objection, construction and bearing in its operation, have evolved the wording of an act greater than that which freed this land from chattel slavery.

An act that will emphasize and establish that foundation principle of this nation, "that all men are and should be free and equal under its laws."

And we feel that not a citizen of the millions under our "Banner of the free" will raise a selfish protest, but, be they the descendants



of those who have offered up their lives upon the altars of our freedom, or crossed the ocean to enjoy its sunlight, will give careful heed to the true import of this bill of rights, and lend their assistance to place it upon the statutes of their state.

It aims, in reason, to protect the sovereign power of this land, the individual, as against any unreasonable injustice or forceful measures of combinations.

It may seem weak in its simplicity, for it deals with the one element—the individual—whose aggregate millions rule this Nation, and by whom and for whom Constitutions, state and national, are, or should be, framed.

It places the decision of its equities with the courts, that arm of government which is most removed from personal selfishness or partisan prejudice; with judges and scholars whose education and training fits them most preeminently to decide what is reasonable, just and true.

It strengthens the organization, whether it be of employers or employed, as it defines individual rights and privileges, and requires fair and reasonable dealings.

It will give a legal status to established boards of arbitration, as it will give them something tangible to arbitrate.

With this earnest, honest appeal to our readers, we ask a careful, candid consideration of the article in this issue: "An Act to Prevent the Abuse of Powers of Corporations," and the columns of this journal are freely offered for its discussion.

#### Lippincott's Magazine for November.

THE complete novel in the November number of Lippincott's is "An Unsatisfactory Lover," by Mrs. Hungerford ("The Duchess"). It tells, in the style which has charmed so many readers, of an inauspicious wooing and an interrupted courtship, which at length led to a happy result—for the lover did not always remain unsatisfactory.

The ninth in the series of Lippincott's Notable Stories is "The Rustlers," by Alice MacGowan. It is a powerful tale of the pan-handle of Texas. Other short stories, or sketches, are "How the Light Came," by J. Armoyn Knox, which narrates a pathetic incident of French-Canadian life, and "Expensive Religion," by Phil Stansbury, an episode in the experience of a colored brother.

The Athletic Series is continued in an article on "Golf," by John Gilmer Speed.

Lewis M. Haupt tells of "Progress in Local Transportation," Dr. Charles C. Abbott de-

scribes "An Old-Fashioned Garden," which contains shade and water, and by consequence also the music of birds; and Wilton Tournier tells, "Why the Body should be Cultivated."

"A Three-Volume Tract," reviewed by Frederic M. Bird, is Madam Sarah Grand's remarkable novel, "The Heavenly Twins." M. Crofton continues his series of "Men of the Day" with a brief sketch of Attorney-General Olney.

The poetry of the number is supplied by Hjalmar Hjorth Boyesen, Bliss Garman, Richard E. Burton, and Florence E. Pratt.

THE Mosely Folding Bath Tub Company of No. 181 South Canal street, Chicago, manufacture a bath tub which is deserving the consideration of every person. It is complete and independent in itself, or it can be attached to waterworks and heater. It occupies but small floor space, and when closed is very ornamental. There are no closed and inaccessible spaces for water, rust, and mould to accumulate, as it is open on all sides. This bath can be used in any house in the land. And in these trying times of financial depression the people show their appreciation of a good thing at a reasonable price, as this company are compelled to extend their facilities to meet the increasing demand for tubs. When folded the tub has the appearance of a wardrobe with a plate glass mirror front; when the tub is in position for use, the upright case contains water tank and heating apparatus.

#### Solid Through Trains.

In each direction, daily, between Buffalo and Chicago is now the shibboleth of the Nickel Plate road. Ticket agents should not forget this popular line in routing business.

Acquaintance—"I thought you were on the hunt of the train robbing gang."

Detective—"I was, but I came within an ace of running right into them the other day. By George, I never had such a scare in my life!"—*Chicago Tribune.*

#### A Paradox.

I asked for a kiss when our love was new,  
And you coyly answered me "no."  
I have kissed you often since then, 'tis true,  
Yet I wanted that one kiss so.

When I think of it, sweet, my heart grows drear,  
And is filled with a vain regret,  
For the sweetest of all your kisses, dear,  
Was the kiss that I didn't get!

—Richard Stillman Powell in *Life*.



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### TIME TABLE AS FOLLOWS

Lve. ST. PAUL.....	7 50 p. m.	Lve. SAN FRANCISCO.....	7 00 p. m.
" MINNEAPOLIS.....	8 30 p. m.	" PORTLAND.....	9 00 a. m.
" PAYNESVILLE.....	12 17 a. m.	" TACOMA.....	6 00 p. m.
" GLENWOOD.....	2 00 a. m.	" SEATTLE.....	8 30 p. m.
" ELBOW LAKE.....	3 46 a. m.	" NEW WHATCOM.....	9 00 a. m.
" HANKINSON.....	5 47 a. m.	" VICTORIA.....	3 00 a. m.
" ENDERLIN.....	8 25 a. m.	" VANCOUVER.....	9 30 a. m.
" VALLEY CITY.....	9 46 a. m.	" KAMLOOPS.....	3 35 a. m.
" CARRINGTON.....	12 44 p. m.	" REVELSTOKE.....	10 00 a. m.
" HARVEY.....	2 35 p. m.	" GLACIER.....	12 40 p. m.
" MINOT.....	5 26 p. m.	" DONALD.....	4 25 p. m.
" PORTAL.....	8 30 p. m.	" BANFF HOT SPRINGS.....	10 25 p. m.
Lve. BRANDON.....	6 30 p. m.	" CALGARY.....	2 20 a. m.
Lve. MOOSE JAW.....	4 30 a. m.	" MOOSE JAW.....	9 30 p. m.
" CALGARY.....	12 50 a. m.	Lve. BRANDON.....	11 00 a. m.
" BANFF HOT SPRINGS.....	5 20 a. m.	Lve. PORTAL.....	7 30 a. m.
" DONALD.....	12 15 p. m.	" MINOT.....	10 30 a. m.
" GLACIER.....	1 55 p. m.	" HARVEY.....	1 10 p. m.
" REVELSTOKE.....	4 55 p. m.	" CARRINGTON.....	3 06 p. m.
" KAMLOOPS.....	11 25 p. m.	" VALLEY CITY.....	5 47 p. m.
" VANCOUVER.....	3 30 p. m.	" ENDERLIN.....	7 30 p. m.
" VICTORIA.....	9 30 p. m.	" HANKINSON.....	9 43 p. m.
" NEW WHATCOM.....	1 00 p. m.	" ELBOW LAKE.....	11 38 p. m.
" SEATTLE.....	11 30 p. m.	" GLENWOOD.....	1 50 a. m.
" TACOMA.....	8 00 a. m.	" PAYNESVILLE.....	3 45 a. m.
" PORTLAND.....	4 00 p. m.	" MINNEAPOLIS.....	8 00 a. m.
Arr. SAN FRANCISCO.....	8 15 a. m.	Arr. ST. PAUL.....	8 40 a. m.

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### WOMAN IN THE HOME.

#### PLEA FOR AN APPRECIATION OF HER NOBLEST SPHERE OF ACTIVITY.

When we remember that, physiologically speaking, woman is considered the weaker vessel, let us look at the demands which are made upon her by the cares of a family—made greater by the customs and habits of the Nineteenth Century—and we shall pause in wonder that, if all that is done is well done, she is permitted to live out half her days.

In the first place, a girl who perhaps has had perfect freedom and immunity from all care becomes as soon as she is married her husband's companion. She must be fresh and attractive in appearance and feeling to greet him when he returns home in the evening. She must have topics of interest on which to converse and make herself charming to him after his day's toil or be ready to go out to theater, lecture, card party or entertainment, as the case may be, or to make the evening agreeable to him at his home if he is domestic in his taste. If she does not do this constantly and persistently, the average man will, after the novelty of the new life has worn off, betake himself to his club, or if he is lacking in principle he may drift away altogether and find other company which is more agreeable to him.

Where there is strong mutual affection and the man has a fine sense of honor, chivalry and high principle, he will of course feel that obligations are mutual, and he will find for himself and make for her and with her interests that will be harmonious. When to this happy condition are added ample or very com-

fortable means, the woman's work in the home is greatly lightened. But take the case of the mistress of a family in moderate circumstances with three or four children. The house must receive enough attention from its mistress each day to keep all in good running order, even supposing that two servants do the actual work of the household. Meals are to be ordered three times each day, with provision for the requirements and idiosyncrasies of each individual from paterfamilias down to the last comer in the establishment. Now, this may seem a mere trifle to the looker on, who at the well appointed table sees the daily bill of fare, but let any such looker on try it for days, weeks, months, years, season after season, and he or she, whoever it may be, will think that the position of caterer alone to a family of ordinary size is no sinecure.

Then the difficulties with servants and their management, the settling of their difficulties with each other, the task of instructing them in their duties, the frequent directions which must be given to the details of cooking by ordinary housekeepers, is something which few of the other sex understand. Those who are able to pay very high prices for fine cooks may be exempt from ordinary trials, but the average housekeeper knows that she must often supplement her own knowledge and experience with remarks like these, "The bread this week is not baked slowly enough or long enough," "The soap is too weak," etc., to keep up the cooking to the standard requisite for the health and satisfaction of the family. Then the care of the house, the weekly cleaning, the constant supervision of cellar, closets and drains, form, with the catering, a department



in itself sufficient for the entire occupation of one woman, and the health and comfort of the whole household are dependent on the fidelity and intelligence which direct it.

Yet the mother's responsibility and care have only their beginning here. The needs of the children from infancy to adult life, in health and sickness, their training—physical, intellectual and moral—here is another department which demands for its fulfillment the vitality and best powers of the mother in the home. The oversight of the clothing of young and changing forms is a care that is sufficient for one head and pair of hands, even when people are sensible enough to pay little court to Dame Fashion.

Most of all in the home is the companionship of the wife and mother to husband and children, for which she needs time for her own physical requirements of air, rest and refreshment, time to keep up her reading, her interest in books, pictures and music, that she may never become a household drudge, a mere minister to temporal needs, but that she may be the beloved friend and counselor.

I once had a friend whose wisdom and judgment I think worthy of imitation. She, or rather her husband, possessed wealth, but doubtless he recognized that she earned a share in its distribution and might safely be trusted in its disbursement, as she was not extravagant or unreasonable in any way. He employed no nurse for her little children, but she, with a relative who resided with her, took the entire care of them herself, so that they were constantly in association with refined people and with those whose affection for them was strongest, instead of being with hirelings who might or might not be trustworthy. But she never spent any time on fancy work or sewing of any kind, as ample means permitted the purchase of things desired and the hiring of all necessary sewing for a family. She was her children's companion and friend, and she gave them the best of herself.

When a woman of large mind, ripe judgment and sound heart gives herself to this loving service, who can estimate its value and its influence reaching and widening out as son and daughter go forth into the world, who have been trained under such blessed ministrations?

But what wonder is it if, just as she is most needed, when sons and daughters are growing up, the stress and strain which might properly have devolved on three women have been too much for one alone, and she is taken from this world just when her life is most val-

uable to those who are perhaps blindly unaware of the cares and responsibilities of woman in the home.

ANNA ALCOTT COMELIN.

### JUSTICE TO OUR GIRLS.

SIR EDWIN ARNOLD TELLS ENGLISHMEN  
THEIR IDEAS OF AMERICAN WOMEN  
ARE ABSURD.

In England men of letters and humorous artists are accustomed to treat the American girl from two widely differing, but in either case unjust, points of view, says the *London Telegraph*. "Mr. Punch's" artists confess graphically that the American girl is often sumptuously beautiful, but they rarely present her to public admiration without putting in her mouth utterances which are either grotesquely "outrés" or downright vulgar. If she is asked to partake of refreshments, she declines on the score that she is "pretty well crowded already;" and, if the Chicago Exhibition is alluded to in her presence, she incidentally remarks that the World's Fair is "too big a chunk to be chewed" without difficulty. As for the English novelist, the American girls they depict are, in most instances, handsome and more or less unscrupulous young persons, who complete their education by the intense study of Burke and Debrett, and who embark on board the ocean steamship which is to bring them to Europe with a firm resolution to marry very high up indeed in the English peerage. We shall never have a thoroughly artistic series of studies of the American girl from English pens and pencils until our countrymen recognize the fact that American girls differ physically and characteristically among themselves quite as widely, if not even more widely, than English girls do. In the Union multitudes of girls may be met with who are almost Germans or Irish in blood. Half Swedish, half Spanish South Americans, half Italian types of femininity are also continually met with; and indeed, there are skillful students of American character who declare that the genuine American girl is only to be met with in New England—that is to say, in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut. In those States the original English blood has, with scarcely any foreign strain in it, descended from the time of the immigration of the Pilgrim Fathers to our own days. They are the true "Yankees;" and yet unobservant writers are ready to typify the New York, or the Philadelphian, or the Baltimore, or the Virginian young lady as a "Yankee" girl.



New York is perhaps one of the most cosmopolitan cities in the world, and the French, the German, and the Irish types have been freely mingled with the Anglo-Saxon ones; while some account must be taken of the Knickerbocker aristocracy—that is to say, of the descendants of the old Dutch settlers. The expert in character will at once be able to distinguish between a young lady from Manhattan and one who hails from Pennsylvania or Maryland; while journeying further West another type of American girlhood makes herself manifest in Ohio and Michigan, and so soon as the Rocky Mountains are crossed and the descent of the Pacific slope is begun yet another wholly independent type of the feminine makes its appearance. Nor, finally would the study of the American daughter of Eve be complete by even the minutest observation of the girls of the Eastern, the Middle, and the Western States. There remains the Southern girl to be dealt with; and when we approach that charming type of feminine humanity it will be found that the girls of Kentucky, those of the Carolinas, and the belles of Louisiana, Alabama, and Georgia differ among themselves quite as widely as does a Parisienne from a Provençale.

On the whole, if the American girl is to be thoroughly studied, the European student should live long in the States or make many recurring visits thereto. The existing and most current types of the American female are either stupidly conventional or wildly exaggerated, and in most cases are altogether misunderstood.

#### EARLY FALL DRESSMAKING.

No startling changes will announce itself before mid winter says the *Ladie's Home Journal* and it is not expected that even then anything very different will appear. The quantity of velvet that will be worn this season will make a difference in the appearance of costumes, and by this time extreme styles have been toned down and the best of all, in the modiste's eyes, retained. Black is fashionable with all colors, especially in velvet or satin, and contrasting colors are more fashionable than costumes of one color. This is a gala day for those obliged to remodel gowns as materials and colors are both combined in many ways. With velvet and satin as a standby for accessories no one can go astray in "making old clothes look like new."

Sleeves are full and wide but not high. The general average for a shoulder seam in

length is now three inches and a half. Buttons will be used and show more on the front of bodices than they have done in several seasons. Many fall suits will consist of a cape, skirt and sleeveless jacket of woolen goods, with waist of changable silk. A narrow belt makes a waist look longer and smaller. Too tight a sleeve at the wrist makes the hand look large and keeps them red from impeded circulation. Put a pocket nowadays in the right hand back seam of the gored or bell skirt. Remember that accordion-plaited chiffon waists in black are very stylish to wear with black or colored skirts, and are made over a surah or taffeta lining, with jet gallon for the collar, wrists, belt and as suspended tabs ending in a fringe at the bust; or if the wearer is very slender a pretty trimming is a deep jet fringe outlining a yoke and dropping to the waist-line in the Empire fashion. Fur will be a much worn and very stylish trimming, especially in brown, half-long skins. Passementerie is out of favor, except in jet. For slender figures there is a fancy at present for trimming the four-yard skirts twelve inches below the waist-line with a bias fold, narrow ruffle, plaiting of ribbon or a twist of velvet, leaving the lower edge plain. Ordinary skirts are frequently trimmed with three rows of stitching four inches above the bottom, simulating a hem. Bands of open work, light weight jet are placed over bias velvet a trifle wider as a skirt decoration, but this seems like an excess of garnitures on one article. For a black silk skirt three narrow bands of lace insertion, with a color set underneath, matching the bodice trimmings, are effective.

When broad across the hips do not confine the gathers at the back of your skirt in too small a space. Neither have the front or sides of too close a fit. A tablier or panel front gives a taller appearance, and is rapidly returning to fashion again. This is always of a contrasting material, and is twenty inches wide at the bottom and fourteen at the top, with two or four darts at the belt, according to the shape of the figure. Unless very tall a stout figure looks better without any trimming on the lower edge of the skirt. Wear the puffed sleeves with moderation, guiding the scissors when cut out. Avoid too high a collar; have the darts very tapering at the waist-line, and the back one very much on the bias. If over thirty inches waist measure and forty-two inches bust use a bodice pattern having two narrow side gores in place of one; all pattern houses issue such a design.

The subject of pure wool versus cotton and wool is too extensive to be spoken of at any



length here, but personally—and I believe correspondents want my personal thoughts—I believe in pure wool next to the body, using heavy, light or medium weights according to your climate. For the winter have a long-sleeved, high-necked vest and drawers or a union suit of both of these garments in one; over these wear well-fitting corsets. I know that many cry with dismay at the thought of corsets, but corsets that fit are well shaped and not too stiff are a comfort. They can be made injurious to the health by lacing, wearing them too long, waisted, etc., but for that matter any other garment may be distorted and have an evil effect. To the edge of the corsets fasten the stocken supports, and have them with two pieces at the top so they will not pull over the hips but on either side. Then don a muslin petticoat to the bend of the knees and a flannel one over that, finishing with a silk or mohair petticoat; all of the petticoats to be on shallow yokes. A corset cover may be high or low in the neck, and the wearer is now clothed warmly yet lightly, and in her right mind as well.

I know from experience that this style of dress is all that any one could desire, and I have found it for years conducive to health and comfort when the wearer has walked five miles a day and not felt her clothes dragging anywhere. In regard to corsets one more word: Do not buy the very heavy ones that remind one of a coat of mail. Have dress skirts made as light as possible, regulating the lining, facing and trimming with this end in view, and do not allow a street gown to rest upon the floor. Have your belt snug but not tight, sleeves not sufficiently tight to make bending the arms a task, and the collar comfortably high and loose. Never have your dress too tight over the chest and ribs—your lungs and stomach must not be closely confined. If round-shouldered do not add to the round effect by wearing suspenders for the skirts that are enough to drive a nervous person crazy, but improve your form by dumb-bell and breathing exercises if you cannot take a course of physical culture, without going to extremes, however, as most fads do. Outdoor exercise, plenty of sleep, frequent bathing and diet are more needed than a reform in dressing sensible women. Select becoming colors and materials, and have the dress made in style to show off your good points and conceal the defects. This is pardonable vanity and is doing justice to ourselves as long as we keep health first in view. Following out the same I would say do not wear a heavy hat, and

buy winter wraps that are warm but not heavy. For this reason I cannot approve of a long cloak that clings and flaps until when walking one is tired out with its weight. In conclusion, remember that a gown may be light in weight, yet warm, and will prove fully as becoming as the more cumbersome one, costing the same amount.

#### TALK WITH YOUR CHILDREN.

How many of our readers, who are parents, ever sit down and have a talk with their sons and daughters about matters of interest to them, concerning themselves, their past mistakes, present opportunities and future prospects? How few parents really know anything about the life purposes of the children, to say nothing of the sad neglect of so many to exercise their influence in forming the character of their offspring and preparing them for the duties and responsibilities of life. These are things that are as they should not be. Let us change the order and see if we cannot shape the future of our boys and teach them to shape it for themselves. That saying, "Circumstances make men," is a lie. Any boy or girl can forge a prosperous way through the most adverse circumstances, for nothing is so plastic as circumstances if taken at the right time. They are as the potter's clay. They are the ready servants, not the masters of men.—*Christian Advocate*.

Charles Delmonico, an undisputed authority says: The secret of good tea and coffee is in putting fresh water into a neat kettle, already quite warm and setting the water to boil quickly and taking it off to use in tea, coffee and other drinks before it is spoiled. To let it steam, simmer and evaporate until the good water is all in the atmosphere and lime, iron and dregs left in the kettle—bah! that is what makes a good many people sick, and it is worse than no water at all.—*Exchange*.

#### HOME.

Here is a man who has been down all day in the full tide of care that from morning till night floods the markets, offices and streets of our great cities. Tired, nervous, irritable, possibly a little disheartened, he starts for his home. If it is winter, when he enters there is a bit of bright fire that makes a bad temper seem like a sin in the contrast, a noise of children that is not dissonant and an evident care for his comfort, telling plainer than any words how constantly he has been in the minds of



the house-mother, while a low, sweet voice, that excellent thing in a woman, greets him with words that ripple over the fevered spirit like cool water. The man who can nurse a bad temper after that deserves to smart for it. There is no place on earth into which a man can go with such perfect assurance that he will feel the shadow of healing as into such a home as that. It is the very gate of heaven.

—*Selected.*

#### PARENTAL EXAMPLE.

Parents habitual conduct has more influence upon their children than their most positive precepts. If parents neglect to govern their own tongues, children will neglect to govern theirs. If parents neglect to govern their own tempers, the children will neglect to govern theirs. If parents neglect to treat their superiors, inferiors and equals with proper respect, children will follow their ill example. If parents disregard and violate the Sabbath, children will do the same. If parents trample on the laws of the land, the children will be unwholesome members of society. If parents are given to vanity, children will become still more vain in their feelings and appearance. In short, children will be more influenced by the example of their parents than by all their instructions and restraints. It is the want of good example more than anything else that so often defeats parental instruction.

—*Golden Censer.*

#### THINGS A WOMAN CAN DO.

Of the modern daughter of Eve a Boston paper says:

She can say "no" in such a low voice that it means "yes."

She can do more in a minute than a man can do in an hour, and do it better.

Six of them can talk at once and get along first rate, and no two men can do that.

She can throw a stone with a curve that would be a fortune to a base ball thrower.

She can safely stick fifty pins in her dress while he is getting one under his thumb nail.

She can appreciate a kiss from her husband seventy-five years after the marriage ceremony was performed.

She can come to a conclusion without the slightest trouble of reasoning on it, and no sane man can do that.

She can walk half a night with a colicky baby in her arms without once impressing the desire of murdering the infant.

She is as cool as a cucumber in a half dozen tight dresses and skirts, while a man will sweat and fume and growl in a loose shirt.

She can talk as sweet as peaches and cream to the woman she hates, while two men would be pounding each other's head before they had exchanged ten words.

She can drive a man crazy in twenty-four hours and then bring him to paradise in two seconds by simply tickling him under the chin, and there does not live that mortal son of Adam's misery who can do it.

#### Our General Freight Agents.

**WILLIAM HENRY JOYCE**, general freight agent of the Pennsylvania railroad, whose picture we place as a frontis illustration in this issue, was born at Baltimore, Md., September, 1854. Mr. Joyce entered the railway service when fifteen years of age, commencing with the Northern Central railway as clerk in their local freight office at Philadelphia. In 1874 he was promoted to a clerkship in the general freight office of that company. In 1878 was again promoted to the position of chief clerk, and in 1882 was made division freight agent of the Northern Central and Baltimore and Potomac. In July, 1885, he accepted service with the Pennsylvania railroad as coal freight agent, a very responsible position, as the coal interests of that company were very large. In 1888 Mr. Joyce was made general freight agent of the P. R. R.

Comparatively a young man, not yet turned the fortieth milestone of life, he has won his promotion and recognition through years of application to the intricate detail of freight traffic.

The "Senior Class" in the great school of railroading to-day are those who have passed through all the lower grades.

The wonderful combinations of facts and figures, the intricate mechanism of the freight traffic of our great railway systems, as they touch and are influenced by their surroundings, other railways and business enterprises, as well as legal requirements and restrictions, require master minds—generals and minor officers—trained and harmonious in action to accomplish successful results.

The Pennsylvania railroad, one of the oldest in the land, have adhered to the policy of promotion from the ranks.

They show their farsightedness therein, for there are embryo presidents and general officers among their minor employees to-day, and every one of them bears the burden of small pay and long hours cheerfully, for they feel, that aside from the salary, they are appreciated, and will be awarded more substantially when opportunity offers. And to be a general in that well drilled army, "the P. R. R.," is an honor around the world.



We are in receipt of the printed proceedings of the thirty-eighth semi-annual convention of the American Association of General Passenger and Ticket Agents held September 19, at the Plankinton Hotel, Milwaukee, Wis.

A committee consisting of Messrs. James Charleton, chairman; F. H. Lord, J. C. Pond, O. W. Ruggles and C. L. Stone presented a plan for arbitrating questions arising in divisions of passenger fares.

Mr. Fee, of the Northern Pacific, offered a resolution making a uniform contract heading on coupon tickets touching the stop-over privileges, and that no agent is authorized to make any representation as to what the local stop-over regulations of any foreign line are.

Mr. James Charleton paid a glowing tribute to that prince of men, Mr. A. V. H. Carpenter, formerly general passenger agent of the C., M. & St. Paul Ry. Mr. Carpenter has been blind for several years, but still retains his full mental vigor, and is engaged in literary work. Mr. Carpenter is held in the highest esteem by his old associates in the railway world and the meeting was called to Milwaukee largely on his account. The next meeting of the association will be held at the Hotel Royal Poinciana, Lake Worth, Florida.

The American Association of General Passenger and Ticket Agents, is very largely, a social organization, its enactments are not compulsory, but operative through common consent and courtesy. The strong friendships formed and the honorable personelle of the

members has served to soften the asperities of warfare and often averted conflict.

No person will ever find fault with a railway restaurant after having attempted to secure a meal in a world's fair cafe.—*Pathfinder Guide.*

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I will send FREE to any man the prescription of a new and positive remedy to enlarge small weak organs, and sure cure for all weakness in young or old men. Cures cases of Lost Manhood, Emissions and Varicocele in 15 days; disease never returns. Correspondence private, all letters sent in plain sealed envelope. Address T. C. Barnes, News Dealer, Marshall, Mich.



## WOLFRAM TRIUMPH GUITAR,

With Pat. Metal Fingerboard.  
**TONE LIKE A HARP.**  
Where we have no Agent a sample \$30 Guitar for \$15, sent on approval.  
T. WOLFRAM CO., Columbus, Ohio.  
Send stamp for Catalogue.

## ARTIFICIAL LIMBS Unequaled for Durability and Natural Action.

Recommended by Surgeons and our many patrons, some of whom have worn them since 1850. Medals received at London, Paris, Philadelphia. Limbs furnished to soldiers and sailors on government order.

**B. GILDERSLEEVE,** Successor to **HENRY W. SHAW,** 629 SIXTH AVE., NEW YORK CITY.  
Agents in Eastern and Middle States save time by ordering from me.



bership. Further details will be gladly furnished by the Grand Secretary.

Fraternally yours,  
THE RAILWAY AGENTS' ASSOCIATION,  
R. W. WRIGHT, Grand Secretary.  
Cleveland, O.

Subscription to THE STATION AGENT reduced to \$1.00 per year on and after Jan. 1, '94.

#### The Boston Convention.

MEMBERS who intend to join the excursion in New England next June are requested to notify the Grand Secretary as soon as possible, in order that we may know definitely how many persons will have to be provided for. State whether you will be accompanied by your wife or any other dependent relative of your family or not. The line will be very closely drawn in regard to taking any persons on the official train who are not entitled to transportation courtesies, and our members, as good railroad men, will bear this in mind and appreciate the position of the association in the matter. So far as possible no member should take with him more than one person, except in the case of children, and here also we would suggest, as we have done in the past, that children, unless they are old enough to look after themselves, ought to be left at home if possible. Those who have had experience on similar excursions in the past will understand the force of these suggestions. It is probable that the official train will start from Chicago or from Niagara Falls. Members are requested, as far as possible, to be on hand to start with the train, and we would like to hear from all members who intend to be with us to advise which starting point would be the most agreeable to them. A day will be spent at Niagara Falls in any event. Briefly outlined the plans for the convention and excursion are as follows: Start from Chicago, or from Niagara Falls; day at the Falls; thence to Boston, via Albany, route to be decided upon later; two days in convention; one or two days in Boston and vicinity for sight seeing, trips to points of interest, sea shore, etc.; to White Mountains by special train, time probably three days; home via New York; one day, go as you please, in New York; back to Chicago or Niagara Falls and disband party. Time from twelve to fourteen days. Fuller details will be given in the February issue of our official paper.

We present to you the best railway journal in the land for one dollar per year.

#### Meeting of Seneca Division.

A WELL attended meeting of Seneca Division was held at Corry, Pa., November 17. President Butler was in the chair and the Grand Division was represented by Mr. W. W. Spencer. The following is the official report of the meeting:

CORRY, PA., Nov. 17, '93.

Regular meeting Seneca Division, R. A. A., called to order by President Butler in chair. Report of secretary was read, which showed that \$32.50 had been collected this evening. Grand Treasurer Spencer being present, he was invited to address the division, which he did in a short speech setting forth the plans for the good of the order, and outlining some plans for future work. On motion a committee of three, consisting of Messrs. Kepler, Lefford and Mulkie were appointed, to whom the members were requested to send any questions they desired to discuss or hear discussed in the division. From these questions this committee is to select a few and assign a member of the division to open the discussion. This program to be sent to the secretary, who shall include this information in his notice of the next meeting. The following officers were elected and installed: President, G. G. Usher, Corry, Pa.; 1st vice-president, W. S. Lefford, Warren, Pa.; 2d vice-president, A. L. Cottrell, Falconer, N. Y.; secretary and treasurer, W. A. McKay, Utica, Pa.

The outlook for the division is very favorable, and we expect to be able to do more this year than we have in the past.

W. A. MCKAY, Sec'y.

#### Resignation of L. S. Bacon, Secretary Kansas Division, R. A. A.

MCPHEARSON, KAN., Dec. 9, 1894.

MR. O. P. LISTON, President Kansas Div., R. A. A. and Member Executive Board:

DEAR SIR AND BROTHER:—I regret to be obliged to state that circumstances are such that I cannot longer spare from my railroad duties the time necessary to give proper attention to the office of secretary and treasurer of this division and would therefore tender you my resignation to become effective January 15, 1895, or as much sooner after January 1, as you may see proper to elect my successor. After severing my official connection with this division I wish to assure you, however, that I shall still remain a loyal member of the association and ever alive to the interests of Kansas Division.

Yours in F. T. I.,

L. S. BACON, Sec'y-Treas.



### Dues for 1894.

ONCE more it becomes necessary to call attention to the matter of dues, which is now payable for 1894. The following circular which is being mailed to all members of the Grand Division is self-explanatory and we trust that all members will be as prompt as possible in remitting this year. Don't lay the notice aside but attend to the matter at once:

Railway Agent's Association.  
HEADQUARTERS OF THE GRAND DIVISION.  
CLEVELAND, O., Dec. 15, 1893.

DEAR SIR AND BROTHER:—Merry Christmas and a Happy New Year! The Railway Agents' Association sends greetings to its members throughout the length and breadth of the land. But a few days and the great vestibule of time, which opened so rich with hope and bright with expectation to us a twelve-month ago, will have closed upon us once more in its annual span, and again we shall tread the ample corridor of a New Year, while before us lie the unknown labyrinths of the future through which we pursue our course for weal or woe.

In closing the old year it is but fitting that we should briefly outline the work of the past and look forward to the possibilities of the future. We have sustained the natural losses to be expected in an organization of this kind and have also made many encouraging and gratifying gains.

Our disappointments have been:

Losses in membership in some divisions, mainly attributable to the hard times and the inherent weakness of the local division plan as at present conducted.

The financial depression which has resulted in the reduction of salaries in the station service, as well as among other classes of wage-workers.

The enforced postponement of several projects in which the Association is vitally interested and which must of necessity await the return of prosperity in railroad circles as well as in other industries.

Our encouragements have been:

A steady increase of interest and membership in the association among the best class of agents, and particularly in the Middle and Eastern states.

The cordial support and encouragement which has been given us by traffic officials all over the country, many of whom had never heard of the Association before but who are now actively connected with us as fellow members, and who have cheered us in the work by their endorsement of our policy.

The adoption of a definite policy which we have every reason to believe will eventually prove a practical solution of the problem of proper management of the station service, and which is now exciting much interest in railroad circles.

The fact that we are emerging from comparative obscurity as an organization to a position where we are known and recognized by the railroad world, which is in itself the most important step in our work of conservative agitation.

The many pleasant gatherings of fellow members in various parts of the country, the assistance that has been rendered to brother agents and the closer cultivation of fraternal relations through our organization.

It is not difficult to see therefore that we have made substantial progress during the past year and that we have more reason to feel encouraged than otherwise. Enclosed you will find a pamphlet giving some of the kind sentiments expressed by officials which we know will be gratifying to our members. Now that we are commanding the attention of officials a feature of our work which has been the most difficult of accomplishment in the past, it is hardly necessary to urge all members to remain with us in the work and not to grow faint-hearted, as well as to suggest to those members who have permitted their dues remain unpaid to take necessary steps to be reinstated.

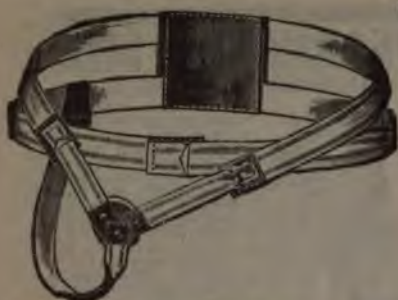
The next convention of the Association will be held at Boston, Mass., probably in June, 1894. Our railroad friends in the east have promised us a royal reception. We will have a large membership in the eastern states by that time, and we trust that members in other parts of the country will prepare to make a good showing to their brothers in the east. Full particulars will be given from time to time in our official paper.

In order to bring all members as closely into touch as possible with the association and with one another, we want to urge everyone to write as often as possible for THE STATION AGENT and also to make use of the Grand Division at any time that any information or courtesy is desired. We are always glad to hear from members and want them to feel at all times to lay any matter before the Association.

Fraternally yours,  
THE RAILWAY AGENTS' ASSOCIATION.  
R. W. Wright, Grand Sec'y.

We present to you the best railway journal in the land for one dollar per year.





## Trusses for Railroad Men.

Before ordering elsewhere send to **BATY**  
for circular and prices.

The Leading Dealer and Manufacturer in Wisconsin.  
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BRACES, ETC.**

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Our Price,  
**\$14.50**  
Regular Price,  
**\$38.00**



## It Costs NOTHING

WE SEND THESE GOLD WATCHES FREE by Express. You pay nothing until after examination. It is our intention to introduce these watches in every state. In order to accomplish this we offer you this *Ladies' or Gents' Gold Watch* for \$14.50—regular retail price, \$38.00. These cases are made of two plates of solid gold, so thick that they will last for years; between these plates is a very thin, stiff sheet of composition metal, the purpose of which is to protect the works from damage when pressed or struck (a feature that saves many a bill of repairs), and is accompanied by a special guarantee certificate from the Elgin Co. that they will wear TWENTY YEARS. The movement is a genuine Waltham, Hampden, Engle, or Springfield, as you may select, are elegantly jeweled with fine genuine rubies, have the celebrated compensation balance, safety pinion, hardened hair-spring, stem wind and set; warranted perfect timekeepers. Watches of this make are never advertised outside the show windows of fashionable jewelry stores. If you order in good faith, cut this out and forward to us, and we will send you the watch by express without the payment of a single cent, so you can examine it thoroughly, and if not as represented you refuse to take it; otherwise pay the express company \$14.50 and the watch is yours. Or, if you will send us 50 cents with your order to pay express charges, we will present you FREE with each watch—no charge—a SOLID GOLD, filled chain (not plated), with a special certificate from the manufacturers guaranteeing them. These chains must not be classed with the cheap plated—they are solid gold filled and could not be duplicated for less than \$3.50 each at any retail store on earth. This is our method of selling goods, instead of paying high-priced salesmen we give you the benefit of the expense, by selling you the best watches so cheap that you cannot afford to pass the chance of obtaining one. We are sure that the same will so please you that the mere showing of the watch to others will create a demand for our goods. These watches are genuine American and there are no better made, and must not be confounded with the cheap imported advertised so extensively. In ordering, be sure to state whether

*ladies' or gents' is desired. Raymond, Bunn and 17 jewel adjusted Hampden in same case for \$24.00, including chain, on same terms as above.*

**BERNHARD MEUSER, 93 and 95 Fifth Avenue, Chicago.**

*In regard to our responsibility we refer you to any Bank or Daily Paper in Chicago.*

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PRICE TICKETING CLOTHINGS &c.  
AND FOR LIGHT BINDING OF ALL KINDS

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C. C. FERGUSON,  
Cleveland, Ohio, U. S. A.



For \$1.65 postpaid, Ladies' Genuine Dongola Pat. Tip, Opera and Common Sense.

ALL SIZES.  
Worth \$2.50.

Gent's Genuine Calf Solid Leather, (New Lace and Congress combined) New Square Toe sent postpaid for \$2.50, also New Bulcher Cut Lace Shoe Solid, Calf, all sizes, for \$2.50 postpaid, worth \$3.50.



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Graphite is recommended particularly for covering iron and steel roofing and siding, smoke stacks, locomotive boilers, bridges, fences, wood and iron vessels and all kinds of wood and iron construction work. Graphite being a form of carbon cannot be affected by acid, alkali, steam or gas. All our paints guaranteed to be first-class. Our paints are used by nearly all the railroads and car builders of the country. Prices and samples furnished upon application.

Office 154 Merwin St., Cleveland, O.

In writing for prices mention  
THE STATION AGENT.

**ESTERBROOK'S**  
CELEBRATED  
**STEEL PENS,**  
For Sale by  
ALL STATIONERS.

# PENS

LEADING NUMBERS:

048, 14, 130, 333, 161.

Pens for all Purposes.

The Esterbrook Steel Pen Co.

26 John Street, New York.



would accomplish anything by informing your superintendent of these facts? Oh no! Your man has gone, the expenses have been reduced, and the superintendent's expenses for his division shows a decrease. He is practicing economy, even if it is done at the expense of the traffic department, or in other words, at the earnings of the station. And it is generally a suicidal policy for an agent to make a report of this kind to his traffic managers, because if they should take the matter up with the superintendent for adjustment, that agent's days are numbered, especially if the station's force was increased against the will of the superintendent. You are carrying things over the superintendent's head.

Allow me to draw a true picture. Study it carefully you agents who have a station force commensurate with your duties. I know of one particular station in a certain western state that has had an agent and a \$30.00 per month helper for about six months in the year. This year the agent has handled the entire business single handed and alone, the helper having been laid off with the plea, "that the expenses of the *division* showed a decrease over last year," and the company could not allow the helper nor any assistance whatever. That agent must bear the blunt of a decrease of business at all other stations, when at this particular station the business shows an increase over all former years. This station is forwarding from 80 to 115 carloads per month, ticket sales running from \$300 to \$500 per month. *In freight*, 20 full carloads in addition to L. C. L. freight per month. A Western Union Telegraph business of \$100 per month, with the handling of all the baggage, mail pouches, looking after five switch lamps, delivering all messages, and attending to the train order work, and all this in addition to the express business. At this particular station I know of a direct loss to the company of \$100 in the month of October in World's Fair business, because the agent could not give the last reduction in rates due publicity. This station is handled by one man with a princely salary of \$50 per month, and compelled to work sixteen hours every day. And the station is doing a business of from \$6,000 to \$8,000 per month. Do you suppose for a moment that the agent at this particular station is working with a light heart, and is doing all he can to increase the business of that station, thereby assisting in covering himself up with work from under which he could never crawl? Do you suppose he is pleasant with everyone with whom he may come in contact as patrons of the company? There is a limit to human

endurance. The agent at this station is a slave, and knows it. I have known him to make fifteen deliveries of W. U. messages inside of four hours, and then get a blessing from the train dispatcher because he had been calling him for five minutes. This is a true picture as it stands November 18th, 1893, and no doubt there are thousands of others just like it. There never will be a remedy until the station service is placed under the supervision of the traffic department, so that when an agent can prove to the traffic officials (who would then have all authority to act in the matter) that the employing of an extra man meant an increase in station earnings, in a great many instances, a sufficient amount in one month to pay that man's salary for a year. You chain your dog up in the barn and he can accomplish nothing towards guarding your house, and it is very doubtful if he would even have much interest in the matter. The time will undoubtedly come when the traffic department will awaken to the fact that the sooner they assume the management over the station service, the better it will be for the company's interest. As the agent is the source from which all revenue must necessarily come, do not block his efforts, but rather come to his assistance. Do not stop the fountain, but give the agent all necessary assistance. Let him have a chance to go out and mingle with the people occasionally, and do all necessary advertising and soliciting, and there will be less talk about hard times and fewer railroads going into the hands of receivers. S.

#### Superintendent of Agencies.

(Communicated.)

IT should need but little reasoning to demonstrate the utter impracticability of so arranging matters as to have a station agent report exclusively to one man, which, I presume, is the goal suggested in Mr. Love's article. The reason given that we have a superintendent of telegraph, etc., is no reason at all, because the fact remains that the agent owes allegiance to nearly all departments, while the operator has but one. A superintendent of agencies would have such a multiplicity of duties as would more than weigh down any one man. Every correction from the auditor's office, specials and rate sheets from the general freight office, discrepancies from the treasurer's office, etc., would, I presume, pass through his hands to enable the agent report to him exclusively. If it was thought unwise to go to those rounds to transact business, the superintendent of agencies would be of little





Grand Central Passenger Station  
CHICAGO.

# The Station Agent

A  
MONTHLY MAGAZINE  
devoted to the Interests of  
TICKET AND FREIGHT AGENTS  
AND THE  
TRAFFIC DEPARTMENTS  
OF THE  
RAILWAY SERVICE

VOL. X.

DECEMBER, 1893.

NO. 4.



the better if we can succeed in restoring confidence in some of our dissatisfied brethren.

M. P. MORRISEY.

Velasco, Tex.

#### *Agents:*

You are reading every day the growing sentiment toward organization and association, and you will find this sentiment increasing when those who form these organizations are animated with the principles of the RAILWAY AGENTS' ASSOCIATION, which are mutual assistance instead of defensive combat.

Trace history back through the ages until the record is told only in rudest characters on stone, aye, when only the works of man in pyramid, sphinx and ruined temple tells how man combined for greater things—reason out the problem yourselves from selfish, individual effort to the unity of tens, hundreds, thousands, millions. Then eliminate, in your reasoning, the destructive element of combat, and the time and effort lost thereby, placing that time and effort on the side of assistance toward which the present points, and whose morning sunlight touches e'en now humanity's day of existence.

Organization, united, unselfish effort to do good unto others is the power that has raised humanity, and he who puts forth the greatest effort to advance his surroundings more surely develops himself; growth is outward.

It is so easy to ascribe selfish motive to human activity, selfishness is exalted when it benefits others. Look around you and see how much of such selfishness surrounds you. How many great men have been developed, how many fortunes have been acquired by what we term, through envy, "grasping selfishness?" Calmly consider how much those lives have added to advancement, how much of those acquirements are created additions to human achievement and worldly wealth, and how much they benefit humanity.

Opposition to organization is the outgrowth of the fear of combat and oppression that superior force too oft engenders. When the powers of organization are used in assistance and educational advancement—as the present portends—then all but despots will hail it gladly, but not until public sense and sentiment are moulded to understand; forced perhaps to conclusions that reason and prejudices could not comprehend; can we hope for that ultimate fellowship which shall restore us to paradise.

Read over and over the past and its lessons, you are the outgrowth of those forces, they are full of prejudices; reason and wisdom

comes later; how much are we swayed and colored by those prejudgements amidst changing conditions and honest mathematical conclusions of cause and effect?

Look back over your individual life and experiences and say what thoughts and acts have shed a halo round your life, and then what others cause a pang of regret; what deeds have developed you and what others have dwarfed you; the excuse of necessity does not detract from the pleasure or the regret.

Thus the great battles of organizations, whatever made of necessity seems to enter into the contest, there is ever a regret in the hearts of both contestants at the passionate strife, while in the settlement through friendly debate an elevating sense of duty nobly done touches every reasoning mind. Whether the object striven for is fully attained or no, there is greater satisfaction in calm reason than bitter strife.

Let me again voice the sentiment, and let every agent in the land decide the "problem" with your "instinctive mathematical precision"—"figure it out"—that the Railway Agents' Association is founded on the most solid tenable foundation principle of all organizations,—for you are laborers striving to advance yourselves, your co-laborers, your occupation, the interests you represent, and a principle of equity and justice which has been the theme of church and society—assistance; I do not use the word assistance so much in a financial sense as I do mentally and morally; throughout all those ages past, dark with the cloud of strife, yet ever and ever struggling toward the sunshine, and blessing and enjoying its brightness.

#### **Hard Times.**

THE following letter received by the agent of the P. & L. E. at Lowellville O., "takes the cake dish."

dec. 19, 1893

to the station agent at the ple i have not no awnser from them sheep pelts yet i want you to loock them up to see if they landed in new york or not please see to it at once as i need money bad you mind it was 5 bars of sheep pelts two weaks ago last saterday i got no returns yet

bessemer lawrence Co pa

— and, Co. new york

this was the Co you shipped to your boock will show it

Our Christmas present! THE STATION AGENT at \$1.00 per year after Jan., 1894.





Grand Central Passenger Station  
CHICAGO

# The Station Agent

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# THE SMITH PREMIER TYPEWRITER

"Improvement in the order of the Age."

## The Leading Machine for Railroad Work.

HAS ALL THE GOOD POINTS  
AND NONE OF THE FAULTS

OF OTHER WRITERS,  
and is the easiest learned and run.  
The stillest, simplest and most  
durable.



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THE STATION AGENT  
and by all Railroad Men.

GUARANTEED TO SUIT.

For use in Railroad and Telegraph Offices, it far surpasses all other writers and once used will be preferred over all thereafter. In ease of handling and adjusting paper, correcting errors, doing tabular work, light touch, *quietness*, absence of shift and one scale, and many other characteristics, it is pre-eminently *the writer*, for this and all other uses.

### Special Notice.

We will send machines on approval or to rent, the rent to apply on purchase. We will also sell on the installment plan. Special inducements and terms given to all readers of THE STATION AGENT. Send for catalogue and specimen of work.

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State if Leg or Arm is Wanted.  
Illustrated descriptive Catalogue sent free on  
application.  
[Mention this paper.]



### A Cleveland Road Recognized.

WHAT the management of the Lake Shore Railroad Company is appreciated by the other railroads of the country is evidenced by many indisputable facts. The late John T. R. McKay, general freight agent of the Lake Shore, was for many years, and until his health failed him, chairman of the freight committee of the Central Traffic Association. Only a short time ago Mr. C. P. Leland, auditor of the Lake Shore, was elected president of the Association of American Railway Accounting Officers. General Passenger Agent A. S. Smith has for years been the secretary of the National Central Passenger Agents' Association. When superintendent of the Lake Shore Mr. P. P. Wright was president of the General Superintendents' Association. At present Mr. A. M. Waitt is president of the National Car Builders' Association. The Lake Shore has for years been considered a foremost railroad, and this recognition of officials by other roads shows conclusively that the management of the road is held in high esteem.

The Columbian Exposition, says the *Railway Age*, was a gigantic financial enterprise. The total receipts of the Exposition company were \$28,238,828.86 and the expenses up to date have been \$25,540,537. After meeting unsettled obligations it is estimated that the net assets will amount to \$1,862,483, which will be sufficient to pay a return of ten per cent. on the capital stock of \$5,604,000. The \$5,000,000 or so which the stockholders therefore will not get back and the \$5,000,000 appropriated by the city make \$10,000,000 contributed by Chicago directly to the Exposition, besides millions more expended in various ways in the same connection. Certainly the people of this city were munificently liberal toward this greatest of industrial exhibitions and the railway companies were among the largest givers.

### George A. Rounds.

WE are pleased to note the deserved promotion and recognition of the ability of our co-laborer in the east, Mr. G. A. Rounds, who has accepted the position of traveling auditor of the N. Y., N. H. & H. Ry., commencing January 1st, 1894, and congratulate the N. Y., N. H. & H. Co. in securing his valuable service.

### A Mighty Monarch's Menu

Is not surpassed by that daily offered patrons of the Nickel Plate Road in its superb dining cars.

### Courting a Rich Man's Daughter.

William Vanderbilt had six children, three boys and three girls. Elliot Shepard married the eldest, W. McK. Twombly the second and Dr. Seward Webb the youngest. When Mr. Twombly was courting his wife the family was at Saratoga. Twombly was about twenty-eight years old then. He was a clerk at the Western Union office in New York on \$1,800 per annum. A friend said to him:

"Mac, I see you with Miss Vanderbilt a good deal. She seems to like you. Why don't you marry her?"

"Good Lord!" he answered, "why, I would be crazy to think of such a thing."

"I don't know about that," the elder man replied; "go in and win. Try it."

Two nights after that the friend and adviser met Twombly. "By Jove, you're just the man I want to see. You know what you advised me to do?"

The other nodded.

"Well, I've done it."

"All right, wasn't it?" the other asked.

"Yes," said Twombly.

"But what am I to do with the old man?"

"Go straight to Mr. Vanderbilt as though he hadn't a cent and ask him for his girl. Always act like a man," said his friend.

So the next afternoon, when he had had a talk with the young lady, he saw the millionaire sitting on the piazza of the great States hotel. He happened to be alone. Twombly approached him nervously.

"Mr. Vanderbilt," said he, in a rather tremulous voice, "can I say a word to you?"

"Why, of course," the other replied, his eye twinkling a little. He had a pretty good idea of what was coming.

"Well, sir, I want your permission to marry your daughter. Marry."

The father took off his glasses and wiped them carefully with his handkerchief. He put them on and looked at Twombly.

"What is your income, Mr. Twombly?"

"Eighteen hundred dollars, sir."

"And do you think you can maintain my daughter as she is used to living on \$1,800?"

"I don't know, sir, but I can keep her as well as you kept her mother when you married her," said Mr. Twombly, with spirit.

"Go and see what her mother says. If she doesn't object I won't."

She didn't object. They were quietly married and went to live in a small house away down town. They lived there a year, and on the first Christmas gave Mr. and Mrs. Vanderbilt the best dinner they had had for many a day, for the young wife cooked it herself. A week thereafter Mr. Twombly was elected vice president of the Western Union at \$15,000 a year.



# SMOKE THE BEST.

RAILROAD MEN WANT GOOD CIGARS, BUT CAN'T  
ALWAYS BE SURE OF GETTING THEM.

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Canton-Kent.....	9 35 AM	6 05 PM
Kent.....	8 10 AM	5 45 AM

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	Arrive.	Depart.
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Valley Junction and Way Stations.....	6:40 pm	7:10 am
Akron, Canton and Chicago.....	8:00 am	6:30 pm
Wooster and Garrett.....	3:00 pm	11:00 am
Wooster.....	3:00 pm	6:30 pm
Akron, Canton and Marietta.....	3:00 pm	11:00 am
Steubenville, Wheeling, Washing- ton, D. C., and Baltimore.....	3:00 pm	11:00 am

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# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.*

1.

DECEMBER, 1893.

No. 4.

## SOME LEGAL ASPECTS OF RAILROADS.

WM. ARCH McCLEAN.

In the course of time, along with the development of railroads and railroading, come many apparently conflicting legal questions as to the duties and responsibilities of railroads and their employees to each other. As certain fixed principles became recognized and established, the following being the results of such principles from latest decisions. They may be said to be as legally binding in their application to all branches of railroading as to railroad law.

In the first place, a railroad company owes to every employee the duty of providing a reasonably safe place in which to work, and reasonably safe instruments, tools and machinery to work with. As a matter of course follows the duty of exercising reasonable care in regulating and inspecting cars, brakes and other appliances used by their employees so as to ascertain that such appliances are in a suitable and proper condition, and to remedy any defects that are discovered. The diligence of the company is to be in proportion to the hazard of the service.

In a late case a railroad brakeman, in attempting to shift a train, jumped upon a car just as the train was about to move and proceeded to perform his duties. While so engaged he was run over and killed. It was found that the brake on the car was defective and dangerous and had been negligently allowed to remain so by the company. The defect was discoverable upon the attempt to use the brake, and the brakeman had only two or three minutes to become acquainted with the character and condition. It appeared that he never seen the car or brake before the time of the accident, and whatever knowledge he had of it must have been acquired during a brief period that he was on the car before he fell off. He was seen to pull on the brake just before his fall. Such a fall could result from the slipping of the wheel in

an attempt to work the brake, and the verdict of the jury, sustained by courts, was that the defect in the brake was the cause of the brakeman's fall and that the railroad was negligent in not providing a reasonably safe brake on the car.

Railroad companies are not responsible for every accident that happens to employees. The latter take upon themselves the natural and ordinary risks incident to the performance of their services. By contracting for the performance of hazardous duties they assume such risks as are incident to their discharge from causes open and obvious, the dangerous character of which they have had opportunity to ascertain. No more apt illustration of this proposition can be found than in the repeated failure of suits for damages for the killing of brakemen by being knocked off the tops of cars by low bridges. The courts have uniformly held that railroad companies do not owe it as a duty to their employees to maintain bridges high enough for an employee to pass under while standing on top of a box car. Brakemen contract for the performance of hazardous duties. They learn about the road and bridges, and must look out for the latter. If they are caught it is their own fault according to the law.

A railroad company is bound to keep, maintain and repair the machinery so as to be reasonably and adequately safe to be upon and to use. The boiler of an engine had been condemned as unfit for use and was ordered into the shops for the purpose of repairs. When supposed to have been made safe it was ordered out and placed in the hands of its engineer and fireman. It blew up and killed both. It was shown to have been insufficiently repaired and the company was held respon-

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sible for negligence in repairing. In this case the repair work was done by fellow servants of the engineer and fireman in the employ of the company, and the latter sought to escape liability on that ground. The court held, however, that the duties of corporations must be performed by agents, and that the default of such agent is the default of the corporation and not of a fellow servant.

It is not enough for an employee to prove an injury to recover damages from a railway company. Employees are not in the same category with passengers who have paid for a safe trip. An employee, to recover damages, must prove not only the negligence of the employer, but also that this negligence was the cause of his injury. The ground of an employer's liability for injuries received by an employee while operating machinery is not danger, but negligence, and the employee must show that the injury was caused by such negligence. The test of negligence is the ordinary usage of the business. Where the evidence discloses no such negligence of the employer, from which the injuries resulted, the plaintiff is turned out of court by a non-suit, as illustrated in the following cases:

A locomotive engineer, at about five o'clock on a December morning, while it was still dark, was seen upon the seat at the right side of the locomotive cab while the train was going west. When next seen, he was lying on the floor of the cab on his back, face upward, with his head near the feet of the fireman and his skull fractured. The accident occurred near the east end of a siding. At this siding, the evening before, there was a box car, some 275 feet from the switch. On the following morning this car was near the switch. At the east end of the car, the rails of the side track were four feet eight inches from the rails of the main track. There was no evidence to show how the car came to be in this position. The tracks were nearly level. The engineer in leaning out of the cab window, came in violent contact with the box car with the result above stated. The engineer, it was maintained, was acquainted with the danger of his employment, with the road, sidings and switches and the company could not be held for the accident which was interpreted as occurring in the ordinary usage of the business.

In another case a company was charged with negligence by reason of the use of a particular broad gauge car body upon a narrow gauge truck not adapted to it. A brakeman

had been on the train five or six months, during which time this method of carrying broad gauge cars had been followed. Cars similar to the one on which the accident occurred had been frequently carried and the brakeman had ample opportunity to know the risks of such trains. The court, therefore, believed it to be a plain case of an acceptance of an employment with full knowledge of the risks. When the train was passing a curve the car was observed to sway from side to side and afterward to bounce as if off the rails. The brakeman had been sitting on the brake wheel on the top of the car at its rear end. When the car commenced to rock he started to run along the top to get to the car in front, but before he could get that far, the car tipped over. The brakeman jumped to one side and, falling on the track, was killed. The court held that because a particular method or appliance is dangerous, it does not follow that it is negligence for an employer to use it. The test of negligence in methods, machinery and appliances is the ordinary usage of the business, and carrying broad gauge cars in this way was such an ordinary, though hazardous, usage.

The employee must not only exercise ordinary care in the discharge of his duties, but when an accident occurs by reason of the negligence of the company there must not appear the slightest contributory negligence on the part of the employee, or there will be a failure to recover damages. The contributory negligence which prevents recovery for any injury must be such as co-operates in causing the injury and without which the injury would not have happened. The test is found in the question: Did the plaintiff's negligence directly contribute in any degree to the production of the injury complained of? If it did, there can be no recovery. If it did not, it is not to be considered. Whether or not there has been contributory negligence, is to be gathered from the testimony of the plaintiff and his witnesses. If contributory negligence appears, a non-suit inevitably follows. If there is some doubt or dispute about the alleged contributory negligence, the question of its existence is left to the determination of the jury. If the jury finds that there is any contributory negligence, their verdict must be against the plaintiff.

Certain things are declared to constitute negligence in themselves, such as putting an arm out of the window, or riding in places on trains that are forbidden, or the riding of an employee on the pilot of an engine when he could have ridden elsewhere. A brakeman was directed to take a train of platform cars, load

Our Christmas present! THE STATION AGENT at \$1.00 per year from Jan., 1894.



low corsage, with lace veiling the neck, and no ornaments of flowers or jewels, a stout woman can take as graceful a picture as either she or her friends desire.

A fine example of stoutness and grace in a picture are the likenesses of no less a personage than Queen Victoria.

The last time Miss Georgia Cayvan visited her photographer she hit upon a happy pose for a plump young woman. Seating herself in a narrow-backed chair she turned her head back a little in profile, and smiled into the face of the camera as if she were speaking to a friend.

"That is the secret of the good photos the actresses take," said one of the best photographers in the world. "They easily imagine people are looking at them."

When Miss Herbert, daughter of Secretary Herbert, went to have her picture taken to be put in the group of Cabinet ladies, the artist posed her smiling into the heart of a rose, and the picture fell far short of doing justice to Miss Herbert's classic face. The eyes were lost in their downcast gaze, and the nose, which would have been a joy in profile, was unappreciated.

#### HOW TO MANAGE THE HAIR.

One can hardly dress the hair too loosely for a picture. Mary Anderson used to say that she arranged her hair as carefully as if for a dinner party, and then went to work and pulled it down again. By which she meant that she loosened it until it was fluffy around the head, forming a rich setting for the face.

Many photographers insist upon touching the front hair with powder "to bring out the high lights," and they beg that a bit of lamp black may be used upon the eyebrows "just to shade the eyes becomingly."

Mrs. Harrison's spirit rebelled against these improvements, and so in many of her pictures the delicate tones of her hair and eyes were faded when seen after the camera had done its work for them.

#### HOW TO CONCEAL BLEMISHES.

It is easy in a picture to conceal any blemishes that may exist in life.

An obnoxious mole, too prominent for a beauty spot, may be covered with wax and powdered over. A light veiling may be draped over scars or bruises.

One of the most famous beauties that ever lived, the Empress Louise, mother of the old Kaiser Wilhelm, had a frightful scar upon her neck just under the ear. And to hide it she always drew a quantity of white tulle veiling across her graceful throat and over the afflicted side of her head. The affect was very

lovely, and today women are buying the Empress' picture for an ideal head, all unconscious that the gauzy drapery conceals an ugly wound.

There is a funny little thing about Mrs. Cleveland—everything is Mrs. Cleveland now—which is not known at all. When she first went to the White House she knew very little at all about being photographed, and her picture as a bride were very ordinary. One of them showed her in a sailor hat with three rows of puffing around the crown and the brim tipped forward, in school girl mode, over her eyebrows. Of course, the picture was old fashioned before the first series of Washington dinners had been digested. And meanwhile Mrs. Cleveland studied the art of taking a pretty picture.

The old pictures are still in existence, but Mrs. Cleveland will not allow the public to see them.—AUGUSTA PRESCOTT in the *Cleveland Leader*.

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#### CORNELIUS VANDERBILT.

Less is known about Cornelius Vanderbilt than any other of New York's great men. He is modest to the point of bashfulness. He never sees reporters. He never attends public dinners or other functions. He seldom goes to his clubs. In a word, he avoids publicity and keeps himself entirely in the background. He is a very busy man, and devotes his time to his great railroad interests, his home, and his religion. Years ago he used to teach a Sunday-school class. Even now he sometimes goes to the Young Men's Christian Association and talks to the boys there. But he is as nervous as a witch all the time, and breathes more freely when his task is over. He may be seen almost any afternoon these bright autumn days, walking briskly along Fifth Avenue with his wife or one of his children by his side. Although he gives away in charity each year one hundred thousand dollars or more, he is very exacting in all money matters. It is believed that he has added ten million dollars or more to the large fortune left him by his father. But, even with this he is not the richest man in America. There are half a dozen others whose fortunes are much larger.

We present to you the best railway journal in the land for one dollar per year.

"The Pen is mightier than the Sword," but it is not quite as "immediate" in attracting attention to the point.



an old-fashioned stage coach, swung on leather thorough-braces with a seating capacity inside for nine passengers, a leather covered boot at the back for baggage, and a seat high up in front for the engineer or driver, where one or two passengers might squeeze in beside him.

The motive power was the skeleton of an old horse that had been substituted in place of the one locomotive which the road owned, and which had been in use until, through an accident, it was left lying on its side at the foot of a trestle where it had fallen a month before.

I, being a railroad man, was honored by a seat with the engineer or driver, whom I soon learned, through my efforts at conversation, was, in his own estimation, of more importance to the road than Chauncey M. Depew is today to the New York Central.

With nine passengers inside and two on the roof, their feet dangling over the side, twelve passengers all told, with all their names and destinations entered on a way bill that the engineer carried in his hat, we left Owego at five o'clock in the morning, passed in safety over the trestle about ten feet high, where the locomotive had jumped the track a month before, and still lay at the bottom as a monument to the accident.

I asked the engineer why they didn't get the locomotive up? He said they had tried to do so, but found it was so heavy they were going to take it to pieces, as it weighed *eight tons*, an enormous weight for those days. Our train stopped at several places, where the mail consisting of one bag, about the size of a "grip sack," was taken off and carried to the post-office, sometimes half a mile away, the mail changed, and the bag returned, when our train would move on.

Near the middle of the day we met a similar train, but owing to our rate of speed we experienced no fear of a collision, but the "tug of war" had come; how were two trains to pass on a single track? I had heard it was a problem that had never been solved, but I soon learned how it was accomplished in its performance and helped to do it. Our train was backed up about half a mile to a common road crossing, where the passengers all stepped out, the baggage was unloaded, the motive power detached from the train and tied to a fence, from which we took rails and pried the coach off the track, and out of the way. Then the other coach passed on, leaving us to get our coach back on the track as best we could.

This was done, as all hands, even to the ladies, took hold with a will, and our train

was soon on the track again, the motive power led up and coupled on to the train without having any fingers pinched, the baggage reloaded, passengers all aboard, and away we went for a little over a mile to the dinner station at the half way point of the road, where the passengers all ate a sumptuous dinner at their ease, as the cry "fifteen minutes for refreshments" was not heard.

The motive power was fed and watered, and after a stay of an hour, our train moved on, without incident worthy of note, to Ithaca, where we arrived at eight o'clock in the evening, having made the run of twenty-eight miles in fifteen hours, and every passenger on the train, expressed satisfaction at the time made, and exulted over the ease and luxury of railroad travel.

I have often thought of that journey in after years, when traveling at the rate of fifteen miles per hour, and the train stopping a minute or two for fuel or water. I have seen uneasy and dissatisfied passengers declare that they would never go over the road again, because they made such long stops and slow time.

Respectfully yours,

Cleveland, Dec. 12, '93.

E. L. WENTZ.

What blessing will the new year bring to us? THE STATION AGENT full of the best railway articles and all for one dollar a year.

### The Story of a Great Tunnel.

THE announcement that the contract has been signed for the construction of the tunnel under the Simplon Pass recalls vividly the circumstances connected with the first perforation of the Alps at Mont Cenis—one of the boldest and most remarkable engineering feats of this or any other century. The time occupied in piercing the mountains by that remarkable tunnel was thirteen years, but as many as thirty elapsed between the selection of the site and the completion of the work. The contractors have undertaken to finish the Simplon in five and a half years. A sketch of the conditions under which the Mont Cenis tunnel was bored may give some idea of the circumstances in which the Simplon will have to be accomplished. The selection of the site itself was a matter of some difficulty, requiring the exercise of the greatest care and judgment. It was a native of Bardonnèche who first directed attention to the spot in a part

We present to you the best railway journal in the land for one dollar per year.



## GOOD ADVICE.

Mrs. Witherby.—I am going to open an account in a dry goods store today.

Witherby.—Do they know you?

Mrs. Witherby.—No.

Witherby.—Then wear your sealskin.

Mrs. Brush.—Has the hanging committee decided about your picture yet?

Brush.—Yes.

Mrs. Brush.—Are they going to hang it?

Brush.—Dubious; I heard the chairman say he thought hanging was too good for it.

## THE TOUGH TURKEY.

"I'm old and tough," the turkey sighed,  
 "One joyous thought now greets me—  
 'Tis of the trouble I can give  
 To any one that eats me."

—*Washington Star.*

"The hand that spans the baby  
 Is the hand that rules the world."

## INDIAN SUMMER.

Far off the mountain outlines, soft and dim  
 Melt in the tender opal-tinted skies,  
 Which, like the jasper walls of Paradise,  
 Seem watched by dreamy, cloud-wrapped cherubim.

Stilly the sunshine, like a pale, gold sea,  
 Shimmers within the horizon's sapphire ring,  
 Spun with fine threads of gossamer that swing  
 Like signal lines between my love and me.

And like a spirit on the yellow waves,  
 The thistle-down floats airily from sight,  
 While pallid butterflies in circling flight  
 Woo, wed, and vanish into unknown graves.

\* \* \* \* \*

Leaning upon a gray and moss-grown wall,  
 Bordered with fringe of frosted golden-rod,  
 I wonder if across the hills of God  
 You look today and listen for my call.

For though upon the lightest air that blows  
 I may not breathe your name to mortal ear,  
 Hath not the soul a cry that love must hear,  
 And answer by the tokens that love knows?

What matter if I stand here in the clay  
 From which you are absolved by nature's law—

Shall not th' immortal bond between us draw

Our souls together on this rare, calm day?

In the still glory of the low, soft sun,  
 The viewless walls of heaven grow so thin  
 That unseen seraphs, gliding out and in,  
 Blend mortal and immortal life in one.

—A. L. M., in *Frank Leslie's*.

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## Don't Wait.

If you've anything good to say of man  
 Don't wait till he's laid at rest,  
 For the eulogy spoken when hearts are broken  
 Is an empty thing at best.  
 Ah, the blighted flower now drooping lonely,  
 Would perfume the mountain side,  
 If the sun's glad ray had but shone today,  
 And the pretty bud espied.

If you've any alms to give the poor,  
 Don't wait till you hear the cry  
 Of wan distress in this wilderness,  
 Lest the one forsook may die.  
 Oh, hearken to poverty's sad lament!  
 Be swift her wants to allay;  
 Don't spurn God's poor from your favored door,  
 As you hope for mercy one day.

Don't wait for another to bear the burden  
 Of sorrow's irksome load;  
 Let your hand extend to a stricken friend,  
 As he totters adown life's road.  
 And if you've anything good to say of a man,  
 Don't wait till he's laid to rest;  
 For the eulogy spoken when hearts are broken  
 Is an empty thing at best.

—*St. Paul Globe.*

## Deafness Cannot Be Cured

by local applications as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give one hundred dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

F. J. CHENEY & CO., Toledo, O.  
 Sold by Druggists, 75c.

## If I Should Die To-Night.

If I should die to-night,  
 And you should come to my cold corpse and say,  
 Weeping and heartsick o'er my lifeless clay—  
 If I should die to night,  
 And you should come in deepest grief and woe,  
 And say, "Here's that ten dollars that I owe,"  
 I might arise in my great white cravat  
 And say, "What's that?"

If I should die to-night,  
 And you should come to my cold corpse and kneel,  
 Clasping my bier to show the grief you feel—  
 I say, if I should die to-night,  
 And you should come to me there, and then  
 Just even hint about paying that ten,  
 I might arise the while,  
 But I'd drop dead again.

—*Quincy Spice Box.*



the Alpine group to which it belongs. The depth from the observatory constructed immediately over the tunnel where the ground is highest is 5,460 feet. The height of Mont Frejus is little less than 10,000 feet above the level of the sea. The central part of the tunnel is about 20,000 feet from each end, and more than 5,000 feet below the top of the mountain. The celebrated St. Gothard Tunnel, the longest in the world, is 48,840 feet in length.

It is a curious fact that some of the earlier and more popular geological theories were completely overthrown by the experiments made in connection with the building of the tunnel. For example, among the hypothetical assumptions that went at one time for facts were the belief that granitic rock was the nucleus of the earth, and therefore that it would be found forming the central mass and axis of all mountains; that great convulsions had accompanied the elevation of mountain chains; that there was a complete system of circulation of water through rocks in the interior of the earth, and that as the temperature of the interior of the earth increases at the rate of one deg. Fahr. for every fifty or sixty feet, there would be serious difficulty in cooling or ventilating any work carried on so far in the earth's interior as the center of such a tunnel as this. The tunnel works when completed gave a practical answer to these various hypotheses; and each was proved to be without foundation. The prevailing feeling had been so strongly in favor of cataclysms, outbursts of extreme violence, sudden upheavals involving the fracture and disruption of rocks rather than of slow gradual movement and change, that the lesson taught by the tunnel was nothing less than a shock to geologists of the old school. The tunnel through the crest of the Alps had no tough granitic rock to penetrate. Its worst troubles arose from the presence of a band of quartz about 1,000 feet thick which took a year and nine months to pierce. With this exception no real difficulty was met with on account of the rock. The rocks at the French end were for a long distance more troublesome in working than those at the other end, and were also more varied in their nature, as they included many bands of limestone and gypsum, as well as quartz, while on the Italian side there was no change from the commencement, all the material worked being comparatively soft schist with innumerable veins and films of crystalline limestone and quartz. So far from there being a core of granite in the crest of the Alps, there is not even a rock that exhibits more alteration than

is common in most of the older series of strata found everywhere in Europe. Neither is there any appearance of dislocation. Even as regards the presence of water in a mountain district where the ground is covered with snow many months of the year the difficulty was far less than was anticipated. A small quantity of water followed the workings from both ends, and strange to say the quantity was nearly the same in both. A water-proof brick lining was constructed simultaneously with the advance of the boring and the water issued from the unlined part to the extent, speaking roughly, of 40,000 gallons per day from each end. From time to time, great distances apart, fissures were reached containing water under pressure. On occasions it has pushed forward the rocks and gushed out into a jet to a distance of 20 feet, but this lasted only a short time—at most but a few hours. Compared with what has been met with in other tunnels these stores of water are hardly worth mentioning.

One of the most wonderful features in connection with this great undertaking was the steadiness and rapidity with which it was carried through. Although before that time there had been many completed tunnels of a mile, or even two miles, in length, they had been worked from one or more shafts as well as from the extremities, and thus the difficulties arising from distance were not felt. Enormous as was the magnitude of the undertaking, it must be acknowledged that in many respects the Alpine tunnel was an exceptionally easy work; but an average progress of 250 feet per month, including all delays and stoppages, carried on for thirteen years without interruption, was a matter of which engineers might well be proud. What is perhaps more remarkable still is the fact that during the last years, when the work was carried on more than three miles from the outer world the advance averaged nearly 500 feet per month. The greatest amount of work performed in a single month was in May, 1867, when 297 feet were bored in the Italian side alone. The machinery used for piercing the mountain was at once simple, ingenious and effective. It consisted of an ordinary tool or solid chisel of steel of great size and weight, driven horizontally against the rock with great rapidity and force, the tool being slightly turned at each stroke. So rapid and powerful was the machine that a hole a couple of inches deep has been bored into a solid block of the hardest

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quartz in a couple of minutes. The rock was so hard that the steel tool was completely blunted in that time and had to be replaced by another. The force employed to drive the machine was compressed air having a density of between six and seven atmospheres. As many as seventeen such machines were used together without danger of confusion, each working independently of the others.

The length of the Simplon Tunnel Railway is given as  $12\frac{1}{4}$  miles, and it is proposed to start the works on the northern side of the mountain at a point 687 meters in height just above Brigue. From this point it will rise at a step gradient of 1:5 to 701 meters at the center and then drop at an incline of 6:5 to the Southern side on Italian territory, the opening being at a height of 634 meters near Isella. This is ten miles from Domo di Ossola, the terminus of the Italian Mediterranean Company's branch, and the estimated cost of railway connection therewith is £170,000. The contract has been undertaken on behalf of the Jura Simplon Ry. Co. by MM. Brand, Brandau & Co., of Hamburg, and Locher & Co., of Zurich.—*Transport*.

#### A New Railway.

**T**HE *Sedalia Gazette* says: The Lake Superior, South-western & Gulf Railway, with a capital stock of \$5,000,000, recently filed article of incorporation with the Secretary of State at Des Moines. The real object of the company has been kept secret pending the completion of important preliminary arrangements, but it came to light today. The company has for its object the consolidating and operation under one management of one or more roads in Minnesota, one north and south line in Iowa, with a system in Missouri, which, with the construction of 200 miles south from Aurora in Missouri, will give the new road access to Little Rock, Ark., at which point connection with New Orleans and Sabine Pass will be made. The whole system will give a direct line of rail communication from Duluth, Minn., to the Gulf at Sabine Pass, an arrangement long desired.

Prominent capitalists, including J. V. Farwell and George W. Cable of Chicago, and Gen. G. M. Dodge of New York, are understood to be interested in the new company. The new line is expected to relieve the milling, grain and lumber interests of the North-west and trans-Mississippi country of the arbitrary demands of the trunk lines east of Chicago and afford them direct rail and ocean connection with the markets of the Old World

without being compelled, as at present, to reach the Atlantic seaboard via Chicago and New York or Boston. The lines already built, together with those upon which construction will soon begin, will shorten the distance to the Gulf from 128 to 150 miles, and will traverse the most productive portions of the North-west and South, penetrating to the northern terminal the great wheat and lumber regions of Minnesota, and passing southward pierce the inexhaustible corn and coal fields of Iowa and Missouri.

From Aurora in Missouri and Little Rock in Arkansas, for a distance of 200 miles, the proposed line will traverse a thickly settled and prosperous section of country with no competing line within thirty miles on either side. This, with a stretch of sixty miles in Southern Missouri and Northern Arkansas, is underlaid with thick veins of coal and lead, the latter composed of the best galena ore in the South, easily rivaling the extensive lead deposits in Joplin. This section is also an unrivaled stock country, the product of which has now to be hauled or drawn sixty miles to a market at Springfield.

Mr. J. M. Miller, who, until recently, for four years past was general auditor of the Des Moines, Northern & Western and who resigned to accept his present position, has been appointed secretary of the new company and is at present located at Springfield, Mo., where he has removed his family and established an office.

L. S. Steadman, a civil engineer and practical railroad man, has been appointed locating engineer and right-of-way agent and, with President Bristol, is now out along the line in Southern Missouri. They will return in a few days and early next week, with Col. Martin and a number of capitalists from St. Paul, Minneapolis, Chicago, and several railroad contractors from Omaha, they will again go back to Missouri and traverse the proposed route from Aurora to Little Rock with a view to receiving bids preparatory to beginning the work of construction from Aurora south within the next thirty days.

The Mexican Central is fitting all of its engines to burn wood. Some of them have been using wood, but the discount on silver is now so heavy that it is cheaper to burn wood than coal. Mr. Johnstone, the superintendent of motive power, has designed a boiler and fire-box for burning wood for his compound locomotives, and the new locomotives to be ordered will have the new boiler and the Johnstone compound cylinders.—*Manufacturers' Record*.



## A Dramatic Scene.

THE following railroad story, according to the *St. Louis Republic*, was never before in print. "The first scene," said the story teller, "was laid in Jay Gould's New York office, and the opening lines were full of dramatic effect":

"Gould you are an infamous liar," exclaimed J. E. Jounatz of the committee of foreign bondholders of the Missouri, Kansas & Texas Railway, as he shook his fist in the face of the great financier. "You wrote fairy stories to us while your railway stole the splendid pine lumber traffic from our road, worth \$3,000,000 a year, and that is the reason we get no interest and our bonds are depreciated!"

Mr. Gould attempted to reply, but he hesitated, turned pale and then a great stream of blood gushed from his mouth. He fell upon a sofa and was carried home. His fatal illness dated from that hour.

"The meeting between Gould and the committee of foreign bondholders of the Missouri, Kansas & Texas Railway took place in the New York offices of the Missouri Pacific Railway six years ago," said Director Lee Clark of the alleged robbed road to a *Republic* reporter.

"That meeting," continued Mr. Clark, "was highly sensational. Sharp words passed between the European and American millionaires.

"Our road," said Director Clark, "was leased some years prior to the meeting for ninety-nine years to the Missouri Pacific Railway for an annual rental of one-third of the gross earnings. Mr. Gould and his Board of Directors officered both corporations, but the rental made an ample fund to pay the interest on the bonded debt and the foreigners were content. All ran smoothly for ten years, when the president and directors of the Missouri Pacific fell into the habit of cheating themselves outrageously as president and board of directors of the leased road. The earnings fell off and the semi-annual coupons on the bonds were unpaid. The foreigners stood four semi-annual defaults in interest and then sent a committee to America to learn the cause.

"After their meeting with Mr. Gould had been closed by Mr. Gould's sudden illness, he sent the committee a brief message: 'See my son George.' But when the committee called upon that young man for information he al-

ways declared that he didn't know anything about it.

"The committee of foreign millionaires dogged George Gould's heels for a week, and, becoming disgusted, they came west to investigate for themselves. They rode slowly over the entire 1,700 miles of road and discovered so many of Mr. Gould's transactions that they determined to cut loose from him forever and make their road independent by building an extension to St. Louis. Up to this time Mr. Gould's Missouri Pacific Railway had a monopoly of handling the Missouri, Kansas & Texas business at Sedalia, Mo., and this extension meant a loss of \$5,000,000 a year to Mr. Gould's road and a probable end to dividends on his great block of Missouri Pacific stock.

"Mr. Gould made overtures for peace, but the committee refused to listen to him, as his peace was of the 'lion and lamb' kind.

"The chief 'leak' found by the committee was the division of the magnificent Texas pine lumber trade, worth \$3,000,000 a year. The road has a direct haul of 900 miles from the Texas pineries to Leroy, Kas., where the business was transferred to the Missouri Pacific and carried sixty miles to Wichita. This was too good a thing for a leased road owned by foreigners to have, and after Mr. Gould had made the foreigners feel good over six continuous payments of interest he proceeded to divert the lumber traffic to the Missouri Pacific in a unique manner. First, he built a coal road ninety-five miles in length, tapping the leased road at Chetopa, Kas., and Nevada, Mo. This road belonged to Mr. Gould alone. Then the great pine lumber trains were hauled 800 miles on to the leased road from the pineries in Texas to Chetopa and transferred to Mr. Gould's road. He took a ninety-five mile haul to Nevada, Mo., where the trains were transferred back to the leased road, hauled to Fort Scott, Kas., and then taken to Wichita by the Missouri Pacific. By that means all hands got a slice of the business, but it left 300 miles of the leased road without any business between Chetopa and Leroy and Parsons and Fort Scott, although it was by 156 miles the shortest route and honestly entitled to every mile of the haul except sixty miles between Leroy and Wichita.

"The committee filed suit to break the ninety-nine year lease in the United States Circuit Court at Topeka, Kas., but Mr. Gould sent word that he wanted no fight and on dismissal of the suit re-deeded the Missouri, Kansas & Texas Railway back to its owners, who placed it upon its feet again and are now making it a paying system."

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### Flagman Versus Block Signal.

WE make the following interesting extract from the paper on "Railway Accidents" by Mr. H. S. Haines, vice president of the Plant railway system and president of the American Railway Association, which will appear in the volume of preceedings of the World's Railway Commerce Congress, now in print:

As a general proposition two trains proceeding in the same direction should be separated by an interval of space sufficient for the following train to be stopped at any time within that interval. To accomplish this the engineer of the following train must be informed whenever the limit of that interval is being encroached upon. The extent of this interval of safety must vary with the speed of the rear train, the gradient of the track and the efficiency of the appliances provided for bringing the train to a state of rest—for example, as between a light train, equipped with air brakes proceeding slowly up a one per cent. grade, and a heavy train, equipped with hand brakes proceeding rapidly down the same grade. Conditions of weather tending to obscure the range of vision or to lessen the adhesion of wheels to the track or of brakes to the wheels may also serve to extend the interval of safety.

When the prevailing conditions extend the limit of this interval beyond the range of vision of the following train, it must be preserved in other ways. The standard code of train rules adopted by the American Railway Association recognizes but two—the block system and the flagman of the preceding train.

In degree of efficiency the two ways are about as far apart as the poles of the earth, one being the latest expression of human ingenuity as applied to railway practice, the other a makeshift, the inefficiency of which is in proportion to the indolence or stupidity of the flagman. The absolute block system, rigidly applied, will absolutely preserve a stated interval between following trains, but the cost of its construction and maintenance precludes its use on by far the largest part of the railroad mileage in this country. Where this consideration prevents, reliance is placed upon the watchfulness of the flagman, who is expected, when in his judgment it becomes his duty to secure this interval of safety, to leap from the rear of the moving train and, armed with red lantern and torpedoes, to plunge bodily into the darkness of night, perhaps facing rain, snow or sleet, hastening toward the headlight of the following train which glares

at him as he feels for his footing on the cross-ties upon some lofty bridge or long trestle. At length he reaches the prescribed distance of twenty-six telegraph poles, or about one mile, plants his torpedoes and listens with eager ear for the signal of recall. If, through haste to depart or inadvertence, the signal is not given and his train moves off without him, that flagman may pass the night in solitude, perhaps wet, cold and hungry, or until some train stops at his signal and picks him up. Such are the duties required of a flagman, and it takes pluck and endurance to fulfill them.

It also takes intelligent judgment to determine promptly under the four rules for flagmen, making sixty-eight lines of the standard code, just when a flagman must go back, how far he must go, and what he must do when he gets there; yet this important service is generally entrusted to a novice, to an apprentice in training for promotion to a conductor's place, or to some sturdy brakeman accustomed, it is true, to the hardships of train service, but also to successfully evading them. Either through ignorance or doubt or fear of being left the flagman may linger around the rear of a train until it is too late for him to stop a following train, or he may disappear in the darkness or just around a curve near enough to be handy when recalled, taking the chances as to whether a train is following or not.

It is safe to say that a majority of the rear collisions between stations are due to a failure of the flagman to comply with the rules prescribed by the standard code for his guidance. Here is the principal cause of rear collisions, and here a remedy should be applied by relying less upon the intelligent and willing discharge of the duties thus placed upon the flagman. The most intelligent and most experienced man in the train crew should be the engineer; the best acquainted with the curves, grades, bridges, cuts, embankments and other physical characteristics of the road; the best informed as to the trains passed and to be passed, and when a stop is made or the train slows down at an unusual place he knows the cause and the probable detention, not only after it occurs but also before, and can often select the safest place for a stop. It is he, then, and not the flagman or conductor who should determine when the rear of his train is to be protected, and the flagman should act promptly when the signal is given to him, but not before, except in emergencies that can readily be sug-

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gested. If the burden be plainly put upon the engineer to determine and upon the flagman to act, the action of the latter would be controlled by the most intelligent and best informed man of the train crew.

More extended recognition should be given to the use of the time fusee. Its use at night should be obligatory not only by the flagman but also by the engineer. Whenever he is about to stop or slow down his train at an unusual place, he should drop a lighted ten-minute fusee on the right hand side of the track on which the train is running, one mile before the stop is made, and an interval of ten minutes ahead of the following train is at once secured by a sentinel that will not desert its post, by a signal whose unmistakable light will illumine its surroundings, let the wind blow and the rain fall as they may. Such a use of the fusee will not do away with the protection afforded by the flagman, but rather increases it, for as he crosses a bridge on his way to the rear he will feel personally safe so long as he sees that purple light blazing between him and the approaching train. Even in the day time, the smoke from a lighted fusee would attract the attention of a following train.

The adoption of these suggestions will measurably reduce the number of rear collisions, but the true preventive is the establishment of an absolute space interval; for any method of time intervals between following trains can afford efficient protection only so long as the trains maintain an uniform schedule speed, can be readily stopped within the recognized interval and are not liable to unexpected delays between signal stations. A heavy freight traffic cannot be satisfactorily conducted under such a system, yet this was the best method available until it became possible to establish an interval of space by means of the electric telegraph. The fundamental principle of the so-called "block" system is that the engineer of a train approaching a station at the end of a block shall be informed as to whether there is or is not a train between that station and the one next in advance. The interval of safety is thus provided, but the exigencies of traffic have induced what is known as the "permissive" as compared with the "absolute" block system, that is, the permission for the following train to enter a block with the knowledge that it is not clear. This system requires that the rear of the first train in a block must be protected by a flagman, with all the vicious consequences already referred to, and where the permissive block system is allowed there should be no dependence

placed upon a flagman. When a following train enters a block which is not clear the responsibility should rest upon of the following train alone to prevent a collision. He knows that there is a train in the block. Let him then proceed with such caution as to have his train under proper control.

But even the absolute block system is defective as a protection against rear collisions until the element of human fallibility has been eliminated.

The effort to eliminate human agency begins with the manipulation of the signal at the entrance of the block. If this signal is under the control of the operator at the outlet of the block, there is one mind less to make a mistake, and this is sought to be accomplished by the "manual controlled" system. But we have also to guard against the mistake of the operator at the outlet of the block. This man has to determine that the block is or is not clear, and then to control accordingly the display of the signal at the entrance. He must not only know that an engine has passed out of the block, but that every car of its train has also passed out. Even if he be correctly informed that the block is clear, there must also be a certainty that the signal at the entrance has been properly displayed. Yet another improvement would be attained by eliminating the intervention of this operator also. This has been experimentally accomplished by several devices actuated by the train, simultaneously operating a display of the signals required to block the interval which it is entering and to clear that which it is leaving. Indeed this effect can now be extended to the next block behind the train so that the engineer of the following train may thereby be informed not only as to the condition of the block ahead of him but also as to the condition of the block ahead of that. It is also practicable to provide appliances which will prevent the signal from indicating that the block is clear as long as there is a car of the train left in the block, an intervening switch misplaced or a rail in the track loosened from its fastenings.

Here we seem to have reached the uttermost limits of the resources at present available for the avoidance of rear collisions, though it is possible to go a step further and prevent their occurrence through the misconduct or neglect of the engineer of the following train, by the introduction of appliances connected

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with the block signals which shall strike the engine gong, or blow the whistle, or apply the brakes, or even close the throttle valve on the approaching train, but these appliances have not yet reached such a stage of efficiency as to call for further notice.

To recapitulate what has been stated, the general adoption of the absolute block system would have prevented nearly every rear collision that took place between stations in 1892. But on perhaps eighty per cent. of the mileage of this country the principal dependence for protection against such collisions is the flagman. Except on roads with very heavy traffic, the establishment of the absolute block system is impracticable because of the increased cost of operation consequent upon its introduction. On such roads the flagman must still be relied upon, and his usefulness will be greatly enhanced if he be put directly under the engineer's control by whistle signal, and if the engineer be required to rely upon the fusee to preserve the interval of safety for a following train.

The statistics show that rear collisions take place about as frequently at stations as between stations. Such collisions generally occur from the crew of the train standing at the station believing that the engineer of the following train will approach cautiously, expecting the track at the station to be occupied, while in fact the engineer of the following train approaches the station fully confident that if the track were not clear the flagman would be out a proper distance. Here again the reliance is placed on the flagman with the same unfortunate consequences. The investigation of rear collisions at stations or where the forward train was standing still will show that in the most of them the flagman was in doubt as to whether he should go back or not. Perhaps the engineer had only stopped for a few minutes to inspect something about the engine or at a water station, where every man on the road ought to know that trains always stop—or if at a regular station, then the train did not stop just at the regular place. Theoretically the flagman always goes back the prescribed distance whenever the train stops. In practice he only goes back to the proper distance when he knows that a train is following or that he will have plenty of time to get back to his train, or that some official of the road has his private car attached. The remedies are the same as for rear collisions: either the absolute block system or the engineer made responsible for signaling the flagman back. The variety of conditions under which it must be determined whether a flagman should or

should not be sent to the rear can be seen by reference to the circular notice attached to this paper.

Another fruitful cause of rear collisions is misplaced switches. There are several remedies for accidents of this kind. In yards the responsibility for a rear collision should rest with the engineer of a following train. He should understand that he will receive no warning by flagmen, only by switching signals, and should always enter and pass through a yard with his train under such control that it could be stopped at least in its length. This should be insisted upon unless switching is forbidden on the running tracks through the yards. Switches not in yards should be provided with counter-weighted switch levers that can only be locked on the main line. When in use, a man would then have to be at the switch, and when not in use the counter-weight would bring the switch clear to the main line. Whenever a counter-weight switch lever is not used, a distant signal should be connected with the switch.

"A Merry Christmas" and a "Happy New Year" to all! THE STATION AGENT \$1.00 per year.

#### A Railway Across Siberian Wilds.

A WEALTHY Russian who has the contract for building a part of the great Siberian railway arrived with several of his companions on the last Pacific Mail steamer, says the *San Francisco Chronicle*. This gentleman is J. J. Galetzki. The others in the party are Mr. Koraloff, who has been operating Siberian mines, and two civil engineers named Ivanoff and Alimoff. They are on the way to St. Petersburg.

The Siberian railway, which Mr. Galetzki is now engaged in constructing, is a costly enterprise, and when completed it is expected that it will have an important effect on commerce and civilization. It will be the longest line of track ever laid. A person can get on a car and ride more than 5,000 miles without change when it is built. At the inception of the work the supposition was that it would be finished in 1895; when some progress had been made the belief was that the last spike would not be driven until 1897, and now Mr. Galetzki has informed acquaintances here that in 1900 the Trans-Siberian railway may be completed. As the difficulties are greater than anticipated when encountered it may be that the project will be accomplished at the beginning of the next century.



Mr. Galetzki began work on his part of the line two years ago. The 24th of May, 1891, the czarowitz turned the first sod, laid the first rail and drove the first spike at Vladivostock. Work was then pushed to both ends of the line. In Russia the railway starts from the station in the Ural mountains where the European line now terminates; and on the railway, by means of a junction, a continuous journey can be made to Moscow and to other European cities. Mr. Malowansky said that about 200 versts of the road had been finished by Mr. Galetzki, 400 more are partially finished and the surveyors are in advance for 400 additional versts. A verst is a Russian mile, being equivalent to two-thirds of a mile in this country. Ten thousand Chinese and Koreans are employed by the contractors, they being considered as handy for railroad building in bleak Siberia as America. The other workmen are convicts and ticket-of-leave men. The price paid per verst by the government is 60,000 rubles, amounting to about \$3,000,000 for the section under Mr. Galetzki's charge.

The work is very expensive, as a great deal of blasting of solid rock must be done. Whole mountains of rock have to be moved, and deep gorges have to be made. Much difficulty was experienced in getting the material to Siberia. A large part of it had to be shipped to the Pacific coast, and then up to Vladivostock. Transportation across Siberia under existing conditions is slow and cumbersome. The deep snows in winter impede and stop work. These facts make the magnitude of the Russian government's huge undertaking more impressive than the mere statement of the line's extraordinary length. The steppes are uninviting in appearance, and dangers abound. Tiger and other wild animals have been shot along the line not far from Vladivostock. To now reach a city of European Russia takes forty days from Vladivostock, and when the railway is running one can go to St. Petersburg from that Siberian port in twelve days.

The idea of having this railroad was in the mind of the czar twenty years before work was begun. A commission which was appointed by the emperor in 1887 unanimously recommended the project on commercial and strategical grounds. It was foreseen that the cost would be immense, but the Russian government decided to bear it alone, accepting no foreign capital. The benefits that will accrue to Russia are expected to more than repay the expenditure. Among the advantages which the railway will bring about are the colonization of Siberia, which is a vast unpopulated portion of the earth; the development of

agriculture and of the Siberian mines, the opening up of new markets for Russian industries, and, in short, to make Asiatic Russia a source of revenue instead of constant expense, besides increasing Russian influence in countries bordering on Siberia. By building up Siberia the railway will aid Russian extension in Asia. Part of the trade of China, Japan and Corea will be diverted to Russia.

To transport freight from Shanghai to Vancouver, thence over the Canadian Pacific and across the Atlantic to Europe takes thirty-five days. When the Siberian railway is finished freight can be transported from Shanghai to Europe in eighteen to twenty days, and this saving of time will divert trade to the new line. Russia thus expects to cut into the business that now falls to the United States, Canada, Great Britain, France and Germany. Russia had once a great caravan route across the desert, but the increase of facilities for ocean carrying caused it to fall into disuse. One drawback for the Siberian line is that the port of Vladivostock, to which all of its freight must come, is closed by ice during several months of each year.

The estimate by the Russian engineers was that the railway would cost from \$30,000 to \$67,000 a mile. Some parts are to pass through a country where engineering difficulties are great. The outlay is to be from 350,000,000 to 400,000,000 rubles. The line will run close to the fifty-fifth parallel of north latitude from Zlatausk to Miask as far as the Yenisei river. Branches will there extend for about sixty miles to connect with the important towns of Tomsk and Omsk. The road will then follow a more southerly course to Irkutsk, go along the southern shore of Lake Baikal and through the valley of the Seeling river, cross the valleys of the Lena and the Amur to Lake Collan, where excellent coal has been found, thence run eastward to the steamboat station of Sretinsk on the Amur river and along that stream southeastward to Khabaroffka. There it will turn southward along the right bank of the Ussuri, run to Graffsky and terminate at Vladivostock in latitude 43 degrees.

Some doubters say this road will be a constant drain on Russia for years after it is built, and that it will not begin to pay for half a century, but even if it brings in no direct financial profits it is certain to be productive of good to the Russian empire. Although Siberia contains barren and almost useless wastes, it has millions of fertile soil, which with easy culti-

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vation will yield immense harvests. One purpose of the government is to relieve the crowded districts of European Russia, so that when the crops fail the famine may not effect as many as it has in the past. Hundreds of thousands of toilers can hardly keep body and soul together in Russia, and if this surplus labor were put on the fertile areas of Western Siberia that country would be developed, European Russia would be relieved of so much human weight, and the emigrants to Siberia could maintain themselves much more comfortably than now. Thus the interests of the empire would be advanced.

One part of Western Siberia which is capable of being converted into a garden is as large as France, and its soil is rich enough to support as large a population as that country has. Such districts are badly needed by Russia, for it has been found that in some of its European districts the agricultural population has increased far beyond the ability to secure freeholds. The superfluity of the Russian population has aggravated the sufferings during each famine. The Siberian farms that are awaiting such settlers are inaccessible now, but the railroad will bring them within reach.

The mining regions of the Altai mountains will also be aided by the railway. Mr. Korloff, who is with Mr. Galetzki, is credited with the belief that gold mines will be developed there which will compare well with those of California, Australia and the Transvaal. Steam communication will give an impetus to this district, where enormous quantities of precious metal are supposed to be concealed.

One of the remote regions to which the railway will probably bring population is the valley of the Salenga river on the southeast shore of Lake Baikal. It is the warmest district in all Siberia and has been called the Siberian Italy. Its fertility is unsurpassed, yet because of the lack of carrying facilities the ground there is unused.

### The Development of Railway Freight Classifications.

By C. C. McCAIN, Auditor Interstate Commerce Commission.

FROM the inception of the business of transportation by rail, articles of an analogous character have been grouped for the purpose of imposing freight charges.

It was at the outset perceived that to provide each article with a distinct rate would, owing to their great variety and number, render any system of tariff making burdensome and unwieldy. A more convenient and busi-

nesslike method was found in the grouping plan. Such an arrangement greatly facilitates the making of rate schedules, as it permits many articles to be rated together in a single paragraph by specifying the rate for the group or class. The forms of publication wherein all commodities are enumerated and classified are now widely known as Freight Classifications, and are employed by all railroads.

The freight traffic of the United States is conducted under two general classes of schedules, known as Commodity Tariffs and Class Tariffs. The former are applicable to such articles as grain, lumber, coal, live stock, oil, etc., transported between sections of the country where these articles have attained a commercial and shipping importance, which have made necessary specific rules for their transportation differing from those covering classified traffic, as well as a somewhat lower scale of rates than is applicable to the latter.

Class Tariffs are arranged to show the rates of the respective classes provided by the Freight Classifications. These cover the great majority of articles carried by the railways; and, although commodities similar to the ones above mentioned may be rated independently of the classification, they are amenable to many of its rules.

The absence in former years of the restraining influence of the law and of associations gave a stimulus to the energies of the soliciting departments of the railways and brought about the practice of keeping shippers well informed as to the current charges; this, together with the offering of special inducements to secure traffic, formed the principal occupation of the soliciting agencies. Another favorite way of attracting business was to remove articles from the classification and temporarily provide them with a lower commodity rate. At such times the schedules were practically abandoned and served the public no useful purpose. Shippers immediately fell into the habit of "shopping" for rates, and looked upon the published schedules as documents fraught with technicalities and especially designed for the guidance of agents and solicitors. Freight Classifications were viewed in much the same light and regarded as simply prescribing certain shipping rules not essential to the ascertainment of freight charges.

In the last few years this condition has entirely changed; at this time relatively fewer articles are rated independently of the classi-

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fication than ever before in the history of railroads. As now published the classifications are current guides to the shipping public, and are indispensably a part of the rate schedules. They are arranged in an enlarged and convenient form, wherein may be found all articles of commerce described in every probable form of shipment and classified in accordance with the various elements that enter into the determination of freight charges.

The necessities of an interchange of business between railways have resulted in co-operation and agreements, whereby associations have been given authority to make classifications for all its members. Under these arrangements the number of classifications have been gradually reduced until we find at this time the entire traffic of the country confined to three classifications.

It is a leading principle in the construction of Freight Classifications that the whole cost of the railway service shall be apportioned among all articles transported upon the basis of the relative value of the article, rather than upon the cost of carriage. Under this method the value of the article forms the most important element in determining what it shall be charged. There are also numerous other considerations which must not be overlooked when a classification is to be made. For example, some articles are bulky, others easily broken, and many involve special risks and are difficult to handle; the elements of competition, volume of business and direction of movement must each be considered, and quite as important is the analogy which must be preserved between articles of like character and value.

The above describes the general basis upon which classifications are constructed, and while to a large extent controlling, the classifications are in a great measure a series of compromises, the participants of which are not alone the railroads, but also shippers and representatives of business interests throughout the country, who are all the time afforded an opportunity to join with the railroads in the determination as to the proper classification of articles of shipment affecting their interests. To such importance has this feature of the transportation business grown that there have been established in different sections of the country officered bureaus accessible to the public, where claims for the adjustment of inequalities in the classification may be present-

ed, or the introduction of new articles secured.

The commercial and transportation interests are regarded by the carriers as identical, and great care is taken in the assignment of articles to particular classes to avoid possible injury to any interest or section. These principles find recognition in each of the three leading classifications now governing the freight traffic of the United States, and although promulgated in varying forms, there is observed in each a constant tendency in the direction of uniformity.

There is probably no branch of the railway service in which the advancement noted has resulted so beneficially to the shipping public as that arising from the enlargement and expansion of Freight Classifications, and it is the purpose of this article to look into the extent of the changes which have taken place in the existing classifications, and to point out briefly what effect this development has had upon the freight charges to the public.

The three classifications referred to as now governing throughout the United States are, the "Official," the "Western," and the "Southern." The sections governed by each are as follows:

For the "Official": East of the Mississippi River and Chicago, and north of the Ohio and Potomac Rivers to the Atlantic Seaboard.

For the "Western": West of the Mississippi River and Chicago.

For the "Southern": South of the Potomac and Ohio Rivers, and east of the Mississippi River.

Prior to the date the Act to regulate commerce became effective—viz., April 4th, 1887—there were numerous classifications in the territories described. A distinction was made between competitive and local traffic, as well as the traffic moving in opposite directions, and the laws of various States made necessary a separate classification for business passing between points in such States. The rates under these were found in many instances to be at variance with the requirements of the new national law, and a very general revision of classification and rates became necessary. The territory described as covered by the "Official" will be recognized as the largest in point of tonnage and communities served. It has been stated that prior to April 1st, 1887, one hundred and thirty-one railroads within this territory had, to some extent, separate classifications. These grew up from local conditions, and were believed to be generally satisfactory to both the carriers and the public. In addition there were five associations of railroad

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companies, each having its own classification, applicable mainly to through traffic, and in many instances to local traffic.

Recognizing that the continuance of these separate classifications would have made it impossible to conform to either the letter or spirit of the Act to regulate commerce, a consolidation was effected by the railroads, by which the classifications of the several associations, as well as the many local classifications, were brought together under what has since been known as the "Official." This classification, it is estimated, is now applied to over 50 per cent. of the traffic of the United States. At about the same time the application of the "Western" was enlarged to absorb numerous local classifications west of the Mississippi River, and also throughout the South many local and State Classifications were made to conform to the "Southern."

In 1886 the classification applicable to traffic from Atlantic seaboard cities to Western competitive points provided for about 1,000 descriptions of articles. The division of these as between carload and less than carload quantities is strongly suggestive of the magnitude and character of the business at that time. For 85 per cent. of the number of articles classified no distinction in rating was made between less than carload and carload quantities; both forms of shipment were rated alike, and only 15 per cent. was given a lower rate when in carload amounts. While many articles provided with a classification for less than carload quantities only were often shipped by the carload, the failure on the part of the carriers to provide such commodities with a distinct carload rate may be taken as indicating to some extent the commercial necessities of that period.

The distribution among the several classes shows a preponderance of assignment to the higher classes, 70 per cent. representing the proportion then in the first three classes, and 30 per cent. in the remaining or lower classes. The latter figure, it will be noticed, is double the proportion given the carload rating, from which it might be understood that all of the carload classifications were charged the rates of the lower classes. This, however, was not the case, and many articles for which a carload provision was made were found in the higher classes. Few advantages are derived by shippers of carload quantities when no distinction is made in the rate charged on account of quantity.

The Consolidated, or new "Official" of April 1st, 1887, materially changed these conditions. Instead of 1,000 descriptions, 2,800

were now enumerated. Regarding the increase in the number of descriptions, it should be understood that this does not imply an addition of new commodities solely, but that it is due mainly to extending the application to cover the different forms of packages of articles which are found already classified in some form or other under the classifications now absorbed. Wherever these extensions have been made it has been noticed that a lower classification and consequently a lower rating has followed the one or more forms in which the articles affected are carried. New articles are continually being added, and the classifications are in other ways enlarged to provide a separate rating for each of the various forms in which articles may be offered for shipment.

Of the 2,800 descriptions 55 per cent. covered less than carload shipments, and 45 per cent. received lower rates when in carload quantities. An increase of 30 per cent. is here shown in the number of descriptions of articles which received a carload rating.

Under the new classification of April 1st, 1887, we also find the distribution among the classes to show an increasing proportion in the lower classes with a corresponding decline in the higher classes. These are the results of the first "Official." This issue was largely experimental, and it was not anticipated that the commerce of so large an area could at once be made to conform to the new conditions resulting from the consolidation of the widely differing classifications formerly in use. A pronounced opposition was manifested by shippers to the new order of affairs, and the carriers were immediately in receipt of numerous protests and applications for changes, and a revision of the classification at once followed resulting in the publication, in July, 1887, of "Official" No. 2. Further revisions have been made necessary by the constantly changing conditions, and we have today the eleventh edition of this Classification, dated January 2d, 1893. This is undoubtedly the most elaborate classification ever made, and it is difficult to contemplate what further development may be made in this direction. The present issue contains a most complete list of the articles of commerce, enumerated in every form of package, and by it shippers may readily ascertain the class under which articles are rated.

Five thousand six hundred and thirty-four descriptions are given in the present classification, or about double the number of the first issue. Of these, 2,100, or 38 per cent., are for

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shipments in quantities less than carloads for which no lower rating is given when in carloads; 3,105, or 55 per cent., are for shipments in less than carloads and for which a lower rate is provided when in carloads; 408, or 7 per cent., are exclusively carload classifications.

All of these are distributed into six classes, 53 per cent. of the total appearing in the first three, and 47 per cent in the lower classes. By these figures it is shown that the total number of items in the present classification exceed by 4,600 the number in the classifications applying from the seaboard in 1886, and also that the proportion classified as less than carloads with some rating for carloads has decreased from 85 per cent. in the old to 38 per cent. in the new, while the proportion classified as less than carloads with a lower rating when in carloads has increased from 15 per cent. in the old to 62 per cent. in the new. When an article is provided with a distinct carload classification the rate is invariably lower than when carried in less than carload quantities; therefore, when the number receiving a carload classification is increased such increase denotes reductions in the charges.

No adequate presentation of these results can be made without reference to the rates of the respective classes. The principal competitive rates under which the traffic is carried from the seaboard to Western points have remained practically the same since 1886. The variation from classes higher than fourth class to lower classes of 14 per cent., therefore, indicates a lowering in the rates of the articles represented by this proportion. This figure, however, does not include the changes from first to second class, second to third, or from third to fourth, of which there have been many. The tendency downward is very fully presented in the following comparison:

	1886.	1893.
Total number of descriptions . . .	1,000	5,600
Proportion at 1st class 75c.	32%	22%
" " 2d " 65c.	24	12
" " 3d " 50c.	11	19
" " 4th " 35c.	31%	19%
" " 5th " 30c.	2	23
" " 6th " 25c.	0	5

More explicitly stated, in 1886 67 per cent., or 670 of the 1,000 articles were charged 50 cents per hundred and higher; in 1893 the actual number is shown to be higher, although the proportion at the rates of the higher class is very much less. The number in 1883 charged a rate of 35 cents per hundred and lower was only 330, or 33 per cent.; in 1893 it is seen that this number is increased to 2,630, or 47 per cent. Another form of comparison shows the

average rate of all descriptions in 1886 as 63 cents against 48 cents in 1893, or a reduction of 15 cents per hundred pounds.

The changes in the proportions of traffic carried in the various classes is also illustrative of the operation and effect of the changes in the classification. For the purpose of presenting the results in this connection the business from New York to Chicago may be taken as representative of the general movement from the East to the West. Previous to 1886 no considerable number of articles were permanently assigned to the fifth and sixth classes; these classes then embraced only a few commodities which had been given a special rate. At that time the fourth class rate was on the basis of 35 cents per hundred pounds, and the greater portion of the lower class traffic was carried in the fourth class. Since 1887 we find the tonnage proportion of the fourth class very greatly reduced, and a pronounced increase in the sixth class; the rate of the latter is now permanently 25 cents. Over 40 per cent. of the total traffic is now carried at this rate, whereas prior to 1886 the proportion at the same rate was very much less.

It has also been stated that 47 per cent. of the descriptions in the classification now applying westward from the seaboard is found in the fourth and lower classes. The tonnage of these classes from New York is 60 per cent. of the total traffic, the greater portion of which now receives lower rates than in 1886.

No attempt is now made to present detailed comparisons of the reductions of the numerous other classifications absorbed by the "Official." The business from the seaboard to the West is almost entirely carried under that classification, and the results of the general comparisons of the classifications covering this business are to a large degree representative of the decline which has taken place throughout the territory governed by the Official Classification since 1886. The fact should be emphasized that the changes in the rates here indicated are due solely to the lowering of the classification. This will be understood when it is recalled that the rates proper between the seaboard and the Mississippi River have not been materially changed.

The "Official" Classification is also now applied to the local traffic of most of the carriers east of the Mississippi River, and not only have important reductions been effected by placing commodities in lower classes than those to which they were formerly assigned, but the rates of the different classes of most of the roads in the territory described have been greatly reduced.





# The Station Agent

A  
MONTHLY MAGAZINE  
devoted to the Interests of  
TICKET AND FREIGHT AGENTS  
AND THE  
TRAFFIC DEPARTMENTS  
OF THE  
RAILWAY SERVICE

VOL. X.

JANUARY, 1894.

N



Horatio Thomas, station agent of the C. V. R. R. at Richford, Vt., was assaulted and robbed of \$400 by unknown parties, Nov. 24.

Harry A Whitehead has been appointed agent of the Boston & Maine R. R. at Salem, with Eben S. Tibbetts as assistant.

A. B. Underhill, superintendent of motive power on the Boston & Albany R. R. for the past thirty years, will resign that position Jan. 1.

Herbert S. Cornell has been appointed agent of the Fitchburg Railroad at Wallorn-sac, N. Y.

Three burglars attempted to rob the safe of the B. & M. R. R. at Edgeworth, Mass., Nov. 26, but were captured by the local police.

Division 61, Brotherhood of Locomotive Engineers, held a grand union ball at Boston, Dec. 14. The affair was a great success, many officials being present.

George A. Hoyt has been appointed agent of the Fitchburg Railroad at Hubbardston, Mass.

G. A. R.

Our Christmas present! THE STATION AGENT at \$1.00 per year from Jan., 1894.

HOBART, Tasmania, Oct. 2, 1891.

*Dr. G. F. Webb, Ashtabula, O.*

MY DEAR SIR.—I received by mail before last a registered parcel containing one of your electro-galvanic battery belts, with neck and shoulder appliances, and by last mail a letter containing pamphlets, etc. I have waited a short time before replying in order to give your belt a trial myself, and I am glad to be able to inform you that I am well pleased with it, and can truly say that it is the only style of belt that at all comes up to the representations set forth in their advertisements, and I may say that I have tried a great many myself and found them useless. I assure you that I shall endeavor to do you ample justice for your kindness. I have mailed you a copy of our official record for 1891, which will give you reliable information regarding our island, and hope it will be interesting to you. Hoping the book, which I have registered, will reach you safely, I remain,

Yours very truly,

H. H. GILL.

Railroad Commissioner Billings of Michigan has addressed a circular to the managers and superintendents of all railroads operating in Michigan on the subject of heating and lighting passenger coaches. He urges the equipment of coaches, baggage, express and mail cars with fire extinguishers adapted to hand use, and warns the roads against the use of oil which will not stand a test of 300 degrees. All heaters must be of the safest known pattern and be kept in perfect condition, and all fuel heaters abandoned forthwith.

## National Anti-Train Wrecking and Anti-Train Robbing Bill.

INTRODUCED IN THE HOUSE OF REPRESENTATIVES, SEPTEMBER 16, 1893, BY HON.

JNO. A. CALDWELL, M. C., SEC-  
OND DISTRICT OF OHIO.

H. R. 3188.

Express and railroad men can materially aid in the early passage of this bill by circulating the adjoining petition among representative citizens in their locality and sending it to their congressman.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That any person or persons who willfully and maliciously displaces or removes a railroad switch, cross-tie or rail, or injures a railroad track or bridge, or does or causes to be done an act whereby a locomotive, car, or train of cars, or any matter or thing appertaining thereto, is stopped, obstructed, or injured, with intent to rob or injure the person or property passing over any railroad engaged in interstate commerce, and in consequence thereof a person is killed, shall be guilty of murder.

SEC. 2. That any person or persons who willfully and maliciously displaces or removes a signal or light upon or near to a railroad, or unlawfully and maliciously does or causes to be done anything with intent to rob or to injure a person or property passing over such railroad engaged in interstate commerce, shall on conviction, be imprisoned at hard labor not less than one nor more than twenty years.

SEC. 3. That any person or persons who unlawfully and maliciously throws, or causes anything to be thrown, or to fall into or upon or to strike against a railroad train, or an engine, tender, car, or truck, with intent to rob or to injure a person or property on such train, engine, car, or truck engaged in interstate commerce, shall, upon conviction, be imprisoned at hard labor not less than one year nor more than twenty years.

SEC. 4. That the Circuit and District Courts of the United States are hereby invested with full and concurrent jurisdiction of all causes or crimes arising under any of the provisions of this act.

(We heartily endorse the "National Anti-train wrecking and anti-train robbing bill" of our contemporary *The Express Gazette* published in full above.

THE STATION AGENT has at various times pointed out to, and urged upon, the great railway fraternity that they were a power, and



uty to perform, in assisting to shape ion, especially in the interests of their vocation. It is not enough that rail- en, and this includes expressmen, em- ees of the railway mail service, and g car service—devote their time and only to the routine labor for which raw a salary." There is a higher duty ne owes themselves and their employ- nd that is to advance their vocation by g their prerogatives as citizens.

is fraternity could be united on desired es, their numerical strength, as well as : of their widespread influence covering hamlet in the Union, would assure

further contend that it is not through f information wholly, nor for lack of or inanition of desire for better things dling that providence rules all things best and that we simply drift with the and waves, there must be a uniform sion made upon this great social and mental structure, whose changes are it by general consent and united action, a new measure can be adopted.

re is no better method of disseminat- ch information and arousing public nt than through nonpartizan journals, eates no suspicion of "party axes to and arouses no prejudice of political

hope every railroader will take it upon f, yea; and herself, to remind their ntative in the halls of legislation that pect to be faithfully represnted and is measure is one especially theirs.—

OF THE MANY LETTERS OF ENDORSE-  
MENT FROM PROMINENT RAIL-  
ROAD OFFICIALS.

ville & Nashville Railroad Company,  
President's Office,  
LOUISVILLE, KY., Oct. 31, 1893.

HRAGUE, Esq., Cincinnati, O.,  
R SIR:—This is a matter in which all l companies are interested. I will do a to have the proposed bill enacted into

Very truly yours,  
MILTON H. SMITH, President.

leveland, Cincinnati, Chicago & St.  
Louis Railroad.

CINCINNATI, Oct. 5, 1893.  
HRAGUE, Esq., Cincinnati, O.:

R SIR:—I have an idea that railway ion, as a whole, must get into Congress : of the states, and your move is in the irection.

Yours truly,  
M. E. INGALLS, President.

Pennsylvania Railroad Company,  
Office of the First Vice-President,  
PHILADELPHIA, Nov. 1, 1893.

J. W. SHRAGUE, Esq., Cincinnati, O.,

DEAR SIR:—I have referred the matter of H. R. 3188—a bill for the punishment of train wrecking—to General W. J. Sewell, who will communicate with you on the subject and make an appointment with you in Washington at an early day.

Yours truly,  
FRANK THOMPSON, First Vice-Pres't.

Cincinnati, New Orleans & Texas Pac. R. R.  
CINCINNATI, Oct. 25, 1893.

J. W. SHRAGUE, Esq., City:

DEAR SIR:—I think the bill is in excellent shape, and I shall be glad to see it passed.

Very truly yours,  
S. M. FELTON, Receiver.

Cincinnati, Portsmouth, & Virginia Railroad  
Company.  
CINCINNATI, Oct., 16, 1893.

MR. J. W. SHRAGUE, City:

DEAR SIR:—I think the bill covers the case exactly, and hope you will be able to get it through. It seems to me any fair-minded man in Congress ought to want to push it through for selfish reasons, if for nothing else.

Very truly yours,  
SAMUEL HUNT, President.

Chicago & Eastern Illinois Railroad Co.  
Office of the Chairman,  
CHICAGO, Nov. 6, 1893.

J. W. SHRAGUE, Esq., Cincinnati:

DEAR SIR:—I earnestly hope that the bill may pass, believing that, wherever the interference with railroad trains occurs, the fact that the United States courts have jurisdiction would go a great ways to check them. A feeling of fear of action by the United States courts among this class of criminals is much greater than the fear from the State courts. Any proper thing that I can do to help forward the bill, I shall take pleasure in doing. It is in the interest of humanity.

Yours truly,  
H. H. PORTER.

Chicago, Milwaukee & St. Paul Railroad Co.  
Office of the President,  
CHICAGO, Nov. 6, 1893.

J. W. SHRAGUE, Esq., Cincinnati, O.:

DEAR SIR:—I think such a law as proposed by Mr. Caldwell's bill would have a strong moral influence in the prevention of crime. It would be of much service to be able to prosecute such criminals in the United States courts, where they would not be so likely to escape through the weakness of the processes of the local courts.

Yours truly,  
ROSWELL MILLER, President.

"A Merry Christmas" and a "Happy New Year" to all! THE STATION AGENT \$1.00 per year.



## THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Railway Service in General.

### OFFICIAL ORGAN

*The Railway Agents' Association.*

*The American Railroad Clerks' Association.*

*The New England Railroad Agents' Association.*

Entered at the post office at Cleveland, O., as second-class matter.

CLEVELAND, O.

THE CLARK-BRITTON & WRIGHT CO., PUBLISHERS,  
45-47 Sheriff Street.

M. G. CARREL, MANAGER,	Cleveland, O.
R. W. WRIGHT, EDITOR,	Cleveland, O.
GEO. A. RQUND, ASSOCIATE EDITOR,	Waltham, Mass.
C. S. BRITTON, PRESIDENT,	Cleveland, O.
C. R. CLARK, SEC'Y & TREAS.,	Cleveland, O.

ANNUAL SUBSCRIPTION, (Strictly in Advance,) \$2.00  
SINGLE COPIES, .20

Advertising Rates will be made known upon application.

VOL. X. DECEMBER, 1893. No. 4

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Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

To OUR SUBSCRIBERS and the railway fraternity generally:

THE STATION AGENT is not only published to interest and instruct in all the best that pertains to railway matters and interests, but it is the medium through which *you* may communicate to your fellows whatsoever may suggest itself to you as interesting and beneficial to them.

We contend there are *no* more active hustlers in this land than the railway fraternity—and the speed is increasing as the mechanism reaches greater perfection and precision. We expect the great army of railroaders to bear us out in our assertion.

We offer you the medium; don't fail to improve your opportunity.

We present to you the best railway journal in the land for one dollar a year.

### Special Notice to Subscribers.

We propose to give our old and regular subscribers this benefit: The subscriptions of those paid at the rate of \$2.00—

To Jan., 1894, will be extended one month.

To Feb., 1894, " " two months.

To Mar., 1894, " " three months.

And at the same ratio throughout the year.

We do this in a spirit of justice to those who have been our clientage in the past. We are considering the "chromo" also, but whether we find we can afford the "chromo" or no, to one and all we extend our sincere thanks for your patronage, good wishes and forbearance in the past, and promise you our earnest effort to make the journal better in the future.

Every railroad should have an advertisement in THE STATION AGENT.

Chicago Office, No. 60 Wabash Avenue.

Mr. Edward S. McKenzie has been appointed general agent for THE STATION AGENT for Chicago and tributary territory, and can be found in the Fairbanks Building, No. 60 Wabash avenue.

### Reduction of Subscription.

It has been decided by this company to reduce the subscription price of THE STATION AGENT to one dollar per year commencing with January, 1894. We feel that this will largely increase our circulation, enhance the value of the journal as an advertising medium, and give our readers a benefit.

There will be no diminution of its pages, its size, or its matter, which we hope to enlarge and improve.

We shall attempt no song of self praise, but will let the journal speak for itself. We have tried to make it a value each month, and shall attempt to increase its usefulness and its field.

THE STATION AGENT.

### Business Popularity.

One of the most potent factors in business—stronger than the inducement in the price of the articles sold—is the good will, the kindly feeling toward the individual, the company or the corporation.

There are the little taxes and donations to private and public charities and improvements which every business man must contribute to from the fullness of his store.

The railway agent is the representative, the



## Study up California.

Every Ticket Agent should be thoroughly informed in regard to California Business at this time of year. **NO TICKET AGENT** is well informed unless he knows **THE ADVANTAGES** of the **ROCK ISLAND ROUTE**, and sends his friends via the **C. R. I. & P.**

# GREAT ROCK ISLAND ROUTE

**VERY** important changes have recently been made in round trip California tickets.

We are prepared to offer extraordinary inducements and facilities to intending travelers which cannot help but be to their advantage. For full particulars address

**JOHN SEBASTIAN, Gen. Ticket & Pass. Agt.,  
GREAT ROCK ISLAND ROUTE,  
CHICAGO, ILL.,**

Or **A. B. FARNSWORTH, G. E. Pass. Agt., 257 Broadway, New York.** — **I. L. LOOMIS, N. E. Pass. Agt., 206 Washington Street, Boston, Mass.** — **W. J. LEAHY, Pass. Agt. Mid. Dis., 111 S. 9th Street, Philadelphia, Pa.** — **JAS. GASS, Trav. Pass. Agt., 40 Exchange Street, Buffalo, N. Y.**

### Pittsburg & Lake Erie Ry. DOUBLE TRACK.

#### "Cleveland & Pittsburg Short Line."

Best, Shortest, Quickest and most Picturesque Route via Pittsburg, to Washington, Baltimore, Cumberland and all points in the South East.

**20** Twenty miles shortest line between Cleveland and Pittsburg.

**P**erhaps you ne'er have traveled yet,  
**&** know not best what things to see;  
**L**ist then to me—your friend well met.  
**E**'er now you start—Go P. & L. E.

When you travel be sure and ask for ticket by this, the People's Favorite Line.

**G. M. BEACH,**  
Gen'l Supt.

### NICKEL RATE. THE . . . ALL AMERICAN The New York, Chicago & St. Louis R.R. SHORT LINE

BETWEEN THE

**EAST AND WEST.**

**LOWEST RATES.**

Direct Line, Through Cars

. . BETWEEN . .

Chicago, Buffalo,  
New York and Boston.

**A. W. JOHNSTON,**  
Gen'l Supt.

**B. F. HORNER,**  
Gen'l Pass. Agt.

**CLEVELAND, O.**



## PERSONAL.

(Notices of changes of positions and other personal information for this column solicited.)

Mr. J. E. Kane has been appointed agent of the West Shore Line at Columbus, O.

Mr. F. M. Paxton has been appointed agent of the West Shore Line at Indianapolis, Ind.

Mr. W. H. Merriman has been appointed station agent of the Nor. Pac. R. R. Co. at Butte, Montana.

Mr. G. B. Edwards has been appointed station agent of the Nor. Pac. R. R. Co. at Livingston, Montana.

Mr. G. F. Goodhue has been appointed station agent of the Nor. Pac. R. R. Co. at Bozeman, Montana.

R. I. Kennedy has been appointed agent of the S. F. & W. R'y at Owenboro, vice C. H. Lutz, resigned.

Mr. D. G. Farragut has been appointed commercial agent of the Mexican Central at the City of Mexico.

E. H. Morgan has been appointed agent of the S. F. & W. R'y at Istachatta, Fla., vice W. V. Grigsby, resigned.

Mr. G. E. Smack has been appointed agent of the West Shore R'y at West Camp station, vice R. W. White.

Mr. W. J. Seinworth, of Cincinnati, has been appointed general traveling agent of the Michigan Central, with headquarters at Chicago.

Mr. F. G. Winnett has been appointed general freight agent of the Detroit, Bay City & Alpena, with headquarters at East Tawas, Mich.

Mr. S. L. Werden, who has been connected with the C., C. & St. L. at Cincinnati, O., has been appointed agent of the West Shore Line at St. Louis, Mo.

Mr. Charles A. Barnard, late local freight agent of the Ohio & Mississippi at Cincinnati, O., has been appointed agent of the West Shore Line at Cincinnati.

Mr. W. T. Holly, city passenger and ticket agent of the Union Pacific at Chicago, has been appointed general agent of the passenger department of that road at Chicago.

Mr. W. H. Abel, traveling passenger agent of the Chicago & Alton at Dallas, Tex., has been given the title of southwestern passenger agent, with headquarters at Dallas.

Mr. Thomas Trainer, traveling passenger agent of the Cincinnati & Muskingum Valley, has been appointed live stock agent of that road to succeed the late William Smith.

Mr. W. P. Cooley, formerly general agent of the Union Pacific at Buffalo, has been appointed traveling passenger agent of the

Queen & Crescent, with headquarters at Cleveland, O.

Mr. William Hughes has been appointed commercial agent of the Chicago & Eastern Illinois (Southern Dispatch) for Wisconsin, with headquarters at Milwaukee, in place of Mr. Martin Johnson, resigned.

Mr. R. C. Cowardin has been appointed western passenger agent of the Nashville, Chattanooga & St. Louis, with headquarters at St. Louis, Mo., in place of Mr. J. H. Latimer, transferred to Atlanta, Ga.

Mr. John L. Korn has been appointed local freight agent of the Baltimore & Ohio Southwestern at Cincinnati, Ohio, relieving Mr. Charles Barnard, who has been local freight agent of the Ohio & Mississippi.

Mr. P. G. Joyce, commercial agent of the Cleveland, Akron & Columbus at Columbus, O., has been appointed general agent of that road at Cleveland, O., in charge of freight and passenger business, to take effect Dec. 1.

Mr. C. A. Higgins, chief clerk in the office of Passenger Traffic Manager White of the Atchison, Topeka & Santa Fe, has been appointed assistant general passenger agent of that road, to take effect Dec. 1, with headquarters at Chicago.

Mr. J. E. Hannegan has resigned as general ticket and passenger agent of the Burlington, Cedar Rapids & Northern. He has been connected with the B. C. R. & N. since 1887, and has been general ticket and passenger agent since Jan. 1, 1886.

Mr. J. L. Edmondson, traveling passenger agent of the Nashville, Chattanooga & St. Louis at Dalton, Ga., has been appointed southern passenger agent of that road, with headquarters at Chattanooga, Tenn., in place of Mr. W. T. Rogers.

Mr. Samuel F. B. Morse has resigned as division passenger agent of the Louisville & Nashville at Cincinnati, to accept the position of general eastern agent of the Cleveland, Cincinnati, Chicago & St. Louis, with headquarters at Buffalo, N. Y. He will assume his new duties Dec. 1. Mr. Morse has been with the L. & N. for nearly three years and was formerly general passenger agent of the Kentucky Central.

Mr. T. B. Lynch, assistant general passenger agent of the Chesapeake, Ohio & Southwestern and Ohio Valley, has been appointed acting general passenger agent of those roads, with headquarters at Louisville, Ky. Mr. F. C. Dumbuck, assistant general freight agent, has been appointed acting general freight agent of the same roads. Both appointments took effect Nov. 22. These changes are made owing to the resignation of Mr. L. F. Day as traffic manager.





PRESIDENT .....	A. M. NORTH .....	NEW CASTLE, PA
1st VICE-PRESIDENT .....	F. O. BECKER .....	GALVESTON, TEX
2d VICE-PRESIDENT .....	A. R. HANCOCK .....	BALTIMORE, MD
3d VICE-PRESIDENT .....	F. B. STANSELL .....	AUGUSTA, GA
4th VICE-PRESIDENT .....	C. T. WARDLAW .....	CORVALLIS, OR
SECRETARY .....	R. W. WRIGHT .....	CLEVELAND, O
TREASURER .....	W. W. SPENCER .....	CLEVELAND, O

Headquarters Grand Division, 445 Arcade Building, Cleveland, O.

### How to Join the R. A. A.

READERS of THE STATION AGENT who are not members of the Railway Agents' Association can make no better beginning of the new year than by joining this representative of the traffic earners of the railroad service. The platform of the R. A. A. will certainly commend itself to every agent. We quote from the constitution:

#### ARTICLE III.

"The Association shall seek to attain these objects, by the details of organization as hereinafter described, by correspondence and personal intercourse between members individually and through the columns of an official organ, by holding conventions of the Grand and State Divisions, by inviting the co-operation of railway officials, by not resorting to strikes as a means of settling differences between railway companies and employees, and by preventing as far as possible, teaching of students the art of telegraphy or station work of any kind, except to regular paid employees of the railway companies."

The objects and policy of the association are given in a pamphlet issued by the Grand Division and are as follows:

The Railway Agents' Association is an organization of traffic representatives of the railway service. It embraces in its ranks Agents of all classes, Bonded Cashiers and Chief Clerks. Its objects are as follows:

To increase the efficiency of the vast army of Agents.

To combat the hostile sentiment against railway interest in the public mind in many communities.

To impress upon railway managers the necessity of bringing the Agents under the direct control of the traffic department as far as possible.

To practically demonstrate the fact that the Freight and Ticket Agents, as the revenue earners of the railway service, are, or should be, the best and most intelligent class of men in the employ of the companies, and that the financial prosperity of a road depends on their efficiency, and thus to make agency work the best paid branch of the service.

To establish and operate a Guarantee Company.

To conduct an Employment Bureau for the benefit of our members.

To prevent the indiscriminate teaching of "students" in railroad telegraph offices.

To educate our members through our official paper and by meetings to a better understanding and appreciation of their duties as agents and railway employees.

To prove that the agents are above the necessity of resorting to the methods of radical labor organizations in the association representing their branch of the service.

It is taken for granted that every railroad man into whose hands this pamphlet may fall, and who is eligible for membership, has convinced himself that he ought to be a member of the Railway Agents' Association. The next question is, How shall I join and what is it necessary for me to do? These are inquiries that are easily answered. On this page will be found an application blank which should be filled out and sent to the Grand Secretary, R. W. Wright, 45 Sheriff street, Cleveland, O. The amount of the initiation fee is \$3, and the dues \$5 per year, or 42 cents per month, payable in advance. Dues may be paid either annually or semi-annually in advance. That is, a member may remit for the entire year or for six months. For instance, if application is



made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause.

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

Subscription to THE STATION AGENT reduced to \$1.00 per year on and after Jan. 1, '94.

#### Notice.

ALL communications for the official department of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself responsible only for such matter as may appear in our official department. While we have the utmost confidence in THE STATION AGENT, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by any affiliation with ours or any other organization.

#### Make Use of the Association.

WITH the notice of dues for this year, the Grand Division is sending out the following printed slip, which is given here with the earnest hope that every member will act upon the suggestions that it contains:

#### PERSONAL.

Why not make more use of the association representing your branch of the service than you have done in the past? The Grand Division is always glad to hear from its members and to do all in its power to assist them. If you get into any trouble, lay your case before us and we may be able to assist you. In the past year the association has given material aid to many of its members. We do not want to interfere in matters of discipline, but often we have successfully interceded for members with the "powers that be." If you want any special information, write us. If you need employment, send us word and we will do what we can for you. If you need a clerk or any office assistants, write us. We have on file the applications of many deserving and competent members.

To make a long story short, we want you to feel, at all times, that the association is conducted for your benefit and that we are only too glad to serve you, when it lies in our power to do so.

R. W. WRIGHT,  
Grand Secretary.

We present to you the best railway journal in the land for one dollar per year.

### RAILWAY AGENTS' ASSOCIATION. APPLICATION FOR MEMBERSHIP.

To Officers and Members of . . . . . Division.

Having received a favorable impression of the Railway Agents' Association, and being eligible to membership therein, I hereby apply for membership, under the jurisdiction of your division, and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of said Association. I am at present employed by the . . . . .

Company at . . . . . in the capacity of . . . . .

Enclosed Fee, - \$ . . . . .	Name . . . . .	Post Office . . . . .	State . . . . .
Dues, - . . . . .			
Total, - . . . . .			

We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.



## Study up California.

Every Ticket Agent should be thoroughly informed in regard to California Business at this time of year. **NO TICKET AGENT** is well informed unless he knows **THE ADVANTAGES** of the **ROCK ISLAND ROUTE**, and sends his friends via the **C. R. I. & P.**

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### Pittsburg & Lake Erie Ry. DOUBLE TRACK.

#### "Cleveland & Pittsburg Short Line."

Best, Shortest, Quickest and most Picturesque Route via Pittsburg, to Washington, Baltimore, Cumberland and all points in the South East.

**20** Twenty miles shortest line between Cleveland and Pittsburg.

**P**erhaps you ne'er have traveled yet,  
**&** know not best what things to see;  
**L**ist then to me—your friend well met.  
**E**'er now you start—Go P. & L. E.

When you travel be sure and ask for ticket by this, the People's Favorite Line.

**G. M. BEACH,**  
Gen'l Supt.

### NICKEL PLATE. THE . . . ALL AMERICAN The New York, Chicago & St. Louis R.R. SHORT LINE

BETWEEN THE

**EAST AND WEST.**

**LOWEST RATES.**

Direct Line, Through Cars

. . . BETWEEN . . .

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**A. W. JOHNSTON,**  
Gen'l Supt.

**B. F. HORNER,**  
Gen'l Pass. Agt.

**CLEVELAND, O.**



bership. Further details will be gladly furnished by the Grand Secretary.

Fraternally yours,

THE RAILWAY AGENTS' ASSOCIATION,  
R. W. WRIGHT, Grand Secretary.  
Cleveland, O.

Subscription to THE STATION AGENT reduced to \$1.00 per year on and after Jan. 1, '94.

#### The Boston Convention.

MEMBERS who intend to join the excursion in New England next June are requested to notify the Grand Secretary as soon as possible, in order that we may know definitely how many persons will have to be provided for. State whether you will be accompanied by your wife or any other dependent relative of your family or not. The line will be very closely drawn in regard to taking any persons on the official train who are not entitled to transportation courtesies, and our members, as good railroad men, will bear this in mind and appreciate the position of the association in the matter. So far as possible no member should take with him more than one person, except in the case of children, and here also we would suggest, as we have done in the past, that children, unless they are old enough to look after themselves, ought to be left at home if possible. Those who have had experience on similar excursions in the past will understand the force of these suggestions. It is probable that the official train will start from Chicago or from Niagara Falls. Members are requested, as far as possible, to be on hand to start with the train, and we would like to hear from all members who intend to be with us to advise which starting point would be the most agreeable to them. A day will be spent at Niagara Falls in any event. Briefly outlined the plans for the convention and excursion are as follows: Start from Chicago, or from Niagara Falls; day at the Falls; thence to Boston, via Albany, route to be decided upon later; two days in convention; one or two days in Boston and vicinity for sight seeing, trips to points of interest, sea shore, etc.; to White Mountains by special train, time probably three days; home via New York; one day, go as you please, in New York; back to Chicago or Niagara Falls and disband party. Time from twelve to fourteen days. Fuller details will be given in the February issue of our official paper.

WE present to you the best railway journal in the land for one dollar per year.

#### Meeting of Seneca Division.

A WELL attended meeting of Seneca Division was held at Corry, Pa., November 17. President Butler was in the chair and the Grand Division was represented by Mr. W. W. Spencer. The following is the official report of the meeting:

CORRY, PA., Nov. 17, '93.

Regular meeting Seneca Division, R. A. A., called to order by President Butler in chair. Report of secretary was read, which showed that \$32.50 had been collected this evening. Grand Treasurer Spencer being present, he was invited to address the division, which he did in a short speech setting forth the plans for the good of the order, and outlining some plans for future work. On motion a committee of three, consisting of Messrs. Kepler, Lefford and Mulkie were appointed, to whom the members were requested to send any questions they desired to discuss or hear discussed in the division. From these questions this committee is to select a few and assign a member of the division to open the discussion. This program to be sent to the secretary, who shall include this information in his notice of the next meeting. The following officers were elected and installed: President, G. G. Usher, Corry, Pa.; 1st vice-president, W. S. Lefford, Warren, Pa.; 2d vice-president, A. L. Cottrell, Falconer, N. Y.; secretary and treasurer, W. A. McKay, Utica, Pa.

The outlook for the division is very favorable, and we expect to be able to do more this year than we have in the past.

W. A. MCKAY, Sec'y.

#### Resignation of L. S. Bacon, Secretary Kansas Division, R. A. A.

MCPHEARSON, KAN., Dec. 9, 1894.

MR. O. P. LISTON, President Kansas Div., R. A. A. and Member Executive Board:

DEAR SIR AND BROTHER:—I regret to be obliged to state that circumstances are such that I cannot longer spare from my railroad duties the time necessary to give proper attention to the office of secretary and treasurer of this division and would therefore tender you my resignation to become effective January 15, 1895, or as much sooner after January 1, as you may see proper to elect my successor. After severing my official connection with this division I wish to assure you, however, that I shall still remain a loyal member of the association and ever alive to the interests of Kansas Division.

Yours in F. T. I.,

L. S. BACON, Sec'y-Treas.



### Dues for 1894.

ONCE more it becomes necessary to call attention to the matter of dues, which is now payable for 1894. The following circular which is being mailed to all members of the Grand Division is self-explanatory and we trust that all members will be as prompt as possible in remitting this year. Don't lay the notice aside but attend to the matter at once:

{ Railway Agent's Association.  
HEADQUARTERS OF THE GRAND DIVISION.  
CLEVELAND, O., Dec. 15, 1893.

DEAR SIR AND BROTHER:—Merry Christmas and a Happy New Year! The Railway Agents' Association sends greetings to its members throughout the length and breadth of the land. But a few days and the great vestibule of time, which opened so rich with hope and bright with expectation to us a twelve-month ago, will have closed upon us once more in its annual span, and again we shall tread the ample corridor of a New Year, while before us lie the unknown labyrinths of the future through which we pursue our course for weal or woe.

In closing the old year it is but fitting that we should briefly outline the work of the past and look forward to the possibilities of the future. We have sustained the natural losses to be expected in an organization of this kind and have also made many encouraging and gratifying gains.

Our disappointments have been:

Losses in membership in some divisions, mainly attributable to the hard times and the inherent weakness of the local division plan as at present conducted.

The financial depression which has resulted in the reduction of salaries in the station service, as well as among other classes of wage-workers.

The enforced postponement of several projects in which the Association is vitally interested and which must of necessity await the return of prosperity in railroad circles as well as in other industries.

Our encouragements have been:

A steady increase of interest and membership in the association among the best class of agents, and particularly in the Middle and Eastern states.

The cordial support and encouragement which has been given us by traffic officials all over the country, many of whom had never heard of the Association before but who are now actively connected with us as fellow members, and who have cheered us in the work by their endorsement of our policy.

The adoption of a definite policy which we have every reason to believe will eventually prove a practical solution of the problem of proper management of the station service, and which is now exciting much interest in railroad circles.

The fact that we are emerging from comparative obscurity as an organization to a position where we are known and recognized by the railroad world, which is in itself the most important step in our work of conservative agitation.

The many pleasant gatherings of fellow members in various parts of the country, the assistance that has been rendered to brother agents and the closer cultivation of fraternal relations through our organization.

It is not difficult to see therefore that we have made substantial progress during the past year and that we have more reason to feel encouraged than otherwise. Enclosed you will find a pamphlet giving some of the kind sentiments expressed by officials which we know will be gratifying to our members. Now that we are commanding the attention of officials a feature of our work which has been the most difficult of accomplishment in the past, it is hardly necessary to urge all members to remain with us in the work and not to grow faint-hearted, as well as to suggest to those members who have permitted their dues remain unpaid to take necessary steps to be reinstated.

The next convention of the Association will be held at Boston, Mass., probably in June, 1894. Our railroad friends in the east have promised us a royal reception. We will have a large membership in the eastern states by that time, and we trust that members in other parts of the country will prepare to make a good showing to their brothers in the east. Full particulars will be given from time to time in our official paper.

In order to bring all members as closely into touch as possible with the association and with one another, we want to urge everyone to write as often as possible for THE STATION AGENT and also to make use of the Grand Division at any time that any information or courtesy is desired. We are always glad to hear from members and want them to feel at all times to lay any matter before the Association.

Fraternally yours,

THE RAILWAY AGENTS' ASSOCIATION.

R. W. Wright, Grand Sec'y.

We present to you the best railway journal in the land for one dollar per year.



### A Suggestion Regarding Time Changes.

[Communicated.]

SUCH vast benefits have been derived by the adoption of Standard Time, by all railroads in this country, that, today an advocate of the old system can not be found. If such an one still exists, I shall be pleased to hear from him. If profanity was reduced 40 per cent. by the adoption of Standard Time, I am quite sure that the railroad companies can still reduce it 25 per cent. more by adopting a standard time for changing their time cards. If you will give this subject five minutes careful thought, you can clearly see many benefits that would be derived by both the companies and the general public. To further illustrate my idea, allow me to outline by example: Let the managements of all railroads within the territory of the Central Traffic Association agree to a standard or stated times in the year when they will change time. This agreement can be arranged in the same manner as an agreement on passenger and freight rates. It is expected that the Trunk Lines will "set the pace," or rather, offer the first outline. The branches and roads making direct connections with the Trunk Lines will next fall into line, and last of all the small lines or feeders. This arrangement would give all roads an equal chance to perfect their time cards, and inform the public before they take effect.

This concerted action, of all lines in interest, would result in better and closer connections, faster time, better train service, less delays at junction points, better through car service would create a more friendly feeling between the officials of connecting roads and, in fact, I think it would cause "a blending together of the interests of the different parts of the great railway system of our country into one integral whole. Much of the friction now existing between railroad companies could be avoided by the executive officials of the roads becoming better acquainted with each other. Last, but not least, let us have a standard time when all railways, within a stated territory, will change their time cards.

Yours for improvement,

A. J. GUILFOIL.

Manistee, Mich.

### Held Up A Station Agent.

Two masked robbers held up Station Agent L. L. Matthews at Groveton, Pa., just as he was about to close his office for the night. Two revolvers were staring Matthews in the face just as he turned to leave the office. He was ordered to throw up his hands. Agent

Matthews told them he had no money. They relieved him nevertheless of \$25 and were about to search the station, which is occupied by the agent for more, when Matthews pleaded with them that there was no more money in the house and that his wife was dangerously ill and to go further would kill her with fright. The two men then made their escape, warning the agent not to come outside the building or he would be pierced with bullets.

### Dues for 1894 Are Now Payable.

Members may remit for either full year (\$5.00) or for six months (2.50). Remit as early as possible so that you may have your new traveling card by the first of the year.

All members of Grand Division should remit to Railway Agents' Association; R. W. Wright, Grand Secretary, Cleveland, O. Members of local divisions to their local division secretary, unless otherwise advised.

**CERTIFICATES AND BADGES.**—The handsome new membership certificates of the Association tastefully framed in oak will be sent to any member upon application to the Grand Secretary for 50 cents postpaid. It makes an appropriate and handsome office ornament.

The official badge in form of button can also be procured through the Grand Secretary for \$1.50.

### A Lesson from the Exhibition.

[Contributed.]

NO attempt to write anything at any time since last May without saying something about the World's Columbian Exhibition seems almost out of place. If, therefore, my scribbling should fail to interest the reader, it may be attributed to the fact that I have not been to see the wonderful sights of the White City. But our friends who have seen it have given it to us in full. We have tasted it at breakfast, chewed it at dinner and digested it at supper until we are afraid to start anything else. We will, however, in connection with it try and draw your thoughts to the wonderful achievements that have been made in the arts and sciences since the Great Navigator first stepped upon the shores of the New World. Four centuries have come and gone. The age of steam and electric forces were at that time far out of the reach of the human mind, but as year after year passed, came inventive genius who gradually worked out the problems that astonished the world. Wars were waged with great fury, hundreds of thousands of lives were sacrificed to satisfy the claims of this or that



monarch; crowns were lost and won; oppression became the ruling spirit when unwise laws caused the spirit of man to revolt. It was then in our own land that a band of patriots hoisted aloft the glorious emblem of one Republic that has been a beacon light to the oppressed of every land. Here after a struggle of years, was established among the forests and mountains of the new republic a government where each man had a right to think and act for himself and where his labor met its reward. It was here also that the inventor brought forth some of the achievements of science that startled the world. When the force of steam was first discovered, it was here that it was successfully tested as a motive power. It was our own FRANKLIN that caught the lightning flash and bottled it until it produced the powers produced by Morse, who flashed it through the land, and by Edison who caught the human voice and held it to astonish mankind and applied electricity to machinery to produce light and power. So also has the American engineer climbed to the highest peaks of our mountains, descended to the deepest gulches and penetrated the rocks until our country is encircled with iron over which the iron horse of the most skillful workmanship hurries the traveler from ocean to ocean in luxury and ease. While we are thus contemplating the wonderful exhibits of other nations, Americans should not forget another fact, that the products of the old world are those of thousands of years while the exhibits of our sisterhood of states are those of less than a century and a half. To-day we are a nation of free men able to defend ourselves against all the powers that be in strength of arms and power of mind and are ahead of any power across the water in social and political intercourse with each other. We need not resort to Siberian banishment or the cunning devices of Royalty to assert our strength or sacrifice our honor to maintain the dignity of our citizenship. We need not bow our heads in submission as the chief ruler passes, but each one can stand face to face, be he Jew or Gentile, Catholic or Protestant and lift his head to Heaven in the proud satisfaction that he lives in a land of the free and can win the laurels of fame with the same powers of mind as though he were born of nobility. Remember, after having seen and heard all the wonders of the great exhibition, that ours is a land of beauty within itself where the undeveloped resources are sufficient to furnish a livelihood for all who labor with the spirit of true Americans and in so doing will aid in more firmly and grandly perpetuate the institution of free government.

A. T. H.

### An Object Lesson in Station Work.

[Communicated.]

IN referring to the question of the traffic department's control over the station service, it seems to me that the arguments are so decidedly in favor of such a step that it is very strange that the traffic officials of the various railways of this country have not taken some decided steps to accomplish this end years ago. A division superintendent's exclusive control over the station service is very detrimental to the interests of the traffic department, and thousands of dollars are lost annually thereby. First, the aim of every superintendent is to cut expenses (this is a proper move upon the part of any or all railway officials), and were it not for the fact that in doing so all other interests are sacrificed, and other considerations are regarded as of little importance by the division superintendent, so long as the expenses are kept down, there could be no criticism offered to such a policy upon the part of any official.

Whenever a division superintendent starts in to cutting the station force, he generally has his way about it. An agent explains to him fully that it is impossible to dispense with the services of any man under his control, that strong competition demands more of his time in the work, or even at a non-competitive point, an agent being tied down with no assistance whatever, is not in a position to accomplish much for his traffic department. Not that I advocate the employment of two men for a one-man station. I refer to stations where business justifies the employment of more than one man, but through the obstinacy of the superintendent one man is compelled to do it alone, and the natural results are a falling off of business. The agent is kept closely confined to his station. He can see no one but those who may come in contact with him at the station. The general passenger department sends notice of reduction in rates for various meetings. An agent may find time to post a notice in his waiting room, but that is as far as he is able to advertise the matter. It is very consoling a few days after the reduced rates have expired, to have a dozen people walk up to the agent and say, "Why did you not advertise those cheap rates, we would have liked to have taken the advantage of them." The result is a loss of revenue to the company of from perhaps \$25.00 to \$150.00 on one excursion. Do you suppose for a moment you

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WE present to you the best railway journal in the land for one dollar per year.



would accomplish anything by informing your superintendent of these facts? Oh no! Your man has gone, the expenses have been reduced, and the superintendent's expenses for his division shows a decrease. He is practicing economy, even if it is done at the expense of the traffic department, or in other words, at the earnings of the station. And it is generally a suicidal policy for an agent to make a report of this kind to his traffic managers, because if they should take the matter up with the superintendent for adjustment, that agent's days are numbered, especially if the station's force was increased against the will of the superintendent. You are carrying things over the superintendent's head.

Allow me to draw a true picture. Study it carefully you agents who have a station force commensurate with your duties. I know of one particular station in a certain western state that has had an agent and a \$30.00 per month helper for about six months in the year. This year the agent has handled the entire business single handed and alone, the helper having been laid off with the plea, "that the expenses of the *division* showed a decrease over last year," and the company could not allow the helper nor any assistance whatever. That agent must bear the blunt of a decrease of business at all other stations, when at this particular station the business shows an increase over all former years. This station is forwarding from 80 to 115 carloads per month, ticket sales running from \$300 to \$500 per month. *In freight*, 20 full carloads in addition to L. C. L. freight per month. A Western Union Telegraph business of \$100 per month, with the handling of all the baggage, mail pouches, looking after five switch lamps, delivering all messages, and attending to the train order work, and all this in addition to the express business. At this particular station I know of a direct loss to the company of \$100 in the month of October in World's Fair business, because the agent could not give the last reduction in rates due publicity. This station is handled by one man with a princely salary of \$50 per month, and compelled to work sixteen hours every day. And the station is doing a business of from \$6,000 to \$8,000 per month. Do you suppose for a moment that the agent at this particular station is working with a light heart, and is doing all he can to increase the business of that station, thereby assisting in covering himself up with work from under which he could never crawl? Do you suppose he is pleasant with everyone with whom he may come in contact as patrons of the company? There is a limit to human

endurance. The agent at this station is a slave, and knows it. I have known him to make fifteen deliveries of W. U. messages inside of four hours, and then get a blessing from the train dispatcher because he had been calling him for five minutes. This is a true picture as it stands November 18th, 1893, and no doubt there are thousands of others just like it. There never will be a remedy until the station service is placed under the supervision of the traffic department, so that when an agent can prove to the traffic officials (who would then have all authority to act in the matter) that the employing of an extra man meant an increase in station earnings, in a great many instances, a sufficient amount in one month to pay that man's salary for a year. You chain your dog up in the barn and he can accomplish nothing towards guarding your house, and it is very doubtful if he would even have much interest in the matter. The time will undoubtedly come when the traffic department will awaken to the fact that the sooner they assume the management over the station service, the better it will be for the company's interest. As the agent is the source from which all revenue must necessarily come, do not block his efforts, but rather come to his assistance. Do not stop the fountain, but give the agent all necessary assistance. Let him have a chance to go out and mingle with the people occasionally, and do all necessary advertising and soliciting, and there will be less talk about hard times and fewer railroads going into the hands of receivers. S.

#### Superintendent of Agencies.

[Communicated.]

IT should need but little reasoning to demonstrate the utter impracticability of so arranging matters as to have a station agent report exclusively to one man, which, I presume, is the goal suggested in Mr. Love's article. The reason given that we have a superintendent of telegraph, etc., is no reason at all, because the fact remains that the agent owes allegiance to nearly all departments, while the operator has but one. A superintendent of agencies would have such a multiplicity of duties as would more than weigh down any one man. Every correction from the auditor's office, specials and rate sheets from the general freight office, discrepancies from the treasurer's office, etc., would, I presume, pass through his hands to enable the agent report to him exclusively. If it was thought unwise to go to those rounds to transact business, the superintendent of agencies would be of little



# THE STATION AGENT.

*A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.*

VOL. X.

JANUARY, 1894.

No. 5.

## INTER STATE COMMERCE COMMISSION.

### SYNOPSIS OF SEVENTH ANNUAL REPORT.

ATTENTION is called to the peculiar office of common carriers and the dependence of every occupation upon their facilities; the right of every person to receive just and equal treatment in all that pertains to public transportation, and the paramount purpose of regulating enactments to secure to the people the actual enjoyment of this right. There must be a common and public rate, *prima facie* just and reasonable, which measures the lawful charge of the carrier. Two classes of questions are involved in the consideration of a rate: one relates to the methods by which the justice and reasonableness of a rate is determined; the other to the measures by which observance of that rate is to be secured. Departure from the established tariff includes the offenses of rate cutting, rebates, under-billing, false weighing, false classification, and endless other devices by which unjust discrimination is effected. The only effective mode of dealing with discriminations arising through departure from the public rate is to place them in the category of criminal misdemeanors. Any redress by means of civil action for damages is manifestly inadequate. If such offenses escape detection and punishment, it is not because of defects and weakness in the criminal machinery for that purpose, but because those charged with the administration of criminal law are unable to enforce it against this class of offenders. In cases arising under the act to regulate commerce the guilt does not consist in determining what constitutes a criminal act, but in uncovering the guilty transaction and bringing to justice those who engaged in it. That the public tariff charges are frequently departed from in particular localities, and that rebates are paid and other prohibitions of the statute disregarded, is believed by many to be true. The legal truth of these violations may not be obtainable, yet the fact of their occurrence is a

moral certainty. To attempt the extermination of illegal preferences by executing penal provisions of the act, to ferret out the vast number of condemned transactions, to discover the parties who participate in them and secure legal evidence of their guilt and prosecute them to conviction and punishment is, of course, a difficult undertaking. In view of these facts it may be suitable for Congress to consider whether legislation should not seek to lessen the evils of secret discriminations by endeavoring to remove their cause.

With reference to the methods of correcting wrongdoing which results from making and adhering to unjust rates, the Commission says the importance of this subject can hardly be exaggerated. It involves the investigation of existing tariff rates and authority for their alteration when found excessive or unequal. These tariffs, or standards of compensation, are devised by the railroads themselves and represent their notions of proper remuneration, save as they have been corrected to some extent through the agency of this Commission. The great body of producers and consumers who are so vitally affected by the cost of transportation, and completely dependent upon this unnecessary service, have no voice in fixing the scale of charges, and little power to prevent exactions or inequality, except as they may demand the intervention of Federal authority. There is a growing conviction of national duty in this regard, and the notion that the strong arm of Government should hold the balance of power between the carriers and the people has taken a firm hold upon public opinion. To investigate these tariffs, require their correction when ascertained to be unfair or oppressive, and determine what are just and reasonable rates for public carriage is a governmental function of the highest utility. Transportation is a constant and universal necessity, and the state is bound to



the better if we can succeed in restoring confidence in some of our dissatisfied brethren.

M. P. MORRISEY.

Velasco, Tex.

#### *Agents:*

You are reading every day the growing sentiment toward organization and association, and you will find this sentiment increasing when those who form these organizations are animated with the principles of the RAILWAY AGENTS' ASSOCIATION, which are mutual assistance instead of defensive combat.

Trace history back through the ages until the record is told only in rudest characters on stone, aye, when only the works of man in pyramid, sphinx and ruined temple tells how man combined for greater things—reason out the problem yourselves from selfish, individual effort to the unity of tens, hundreds, thousands, millions. Then eliminate, in your reasoning, the destructive element of combat, and the time and effort lost thereby, placing that time and effort on the side of assistance toward which the present points, and whose morning sunlight touches even now humanity's day of existence.

Organization, united, unselfish effort to do good unto others is the power that has raised humanity, and he who puts forth the greatest effort to advance his surroundings more surely develops himself; growth is outward.

It is so easy to ascribe selfish motive to human activity, selfishness is exalted when it benefits others. Look around you and see how much of such selfishness surrounds you. How many great men have been developed, how many fortunes have been acquired by what we term, through envy, "grasping selfishness?" Calmly consider how much those lives have added to advancement, how much of those acquirements are created additions to human achievement and worldly wealth, and how much they benefit humanity.

Opposition to organization is the outgrowth of the fear of combat and oppression that superior force too oft engenders. When the powers of organization are used in assistance and educational advancement—as the present portends—then all but despots will hail it gladly, but not until public sense and sentiment are moulded to understand; forced perhaps to conclusions that reason and prejudices could not comprehend; can we hope for that ultimate fellowship which shall restore us to paradise.

Read over and over the past and its lessons, you are the outgrowth of those forces, they are full of prejudices; reason and wisdom

comes later; how much are we swayed and colored by those prejudgements amidst changing conditions and honest mathematical conclusions of cause and effect?

Look back over your individual life and experiences and say what thoughts and acts have shed a halo round your life, and then what others cause a pang of regret; what deeds have developed you and what others have dwarfed you; the excuse of necessity does not detract from the pleasure or the regret.

Thus the great battles of organizations, whatever mode of necessity seems to enter into the contest, there is ever a regret in the hearts of both contestants at the passionate strife, while in the settlement through friendly debate an elevating sense of duty nobly done touches every reasoning mind. Whether the object striven for is fully attained or no, there is greater satisfaction in calm reason than bitter strife.

Let me again voice the sentiment, and let every agent in the land decide the "problem" with your "instinctive mathematical precision"—"figure it out"—that the Railway Agents' Association is founded on the most solid tenable foundation principle of all organizations,—for you are laborers striving to advance yourselves, your co-laborers, your occupation, the interests you represent, and a principle of equity and justice which has been the theme of church and society—assistance; I do not use the word assistance so much in a financial sense as I do mentally and morally; throughout all those ages past, dark with the cloud of strife, yet ever and ever struggling toward the sunshine, and blessing and enjoying its brightness.

#### **Hard Times.**

THE following letter received by the agent of the P. & L. E. at Lowellville O., "takes the cake dish."

dec. 19, 1893

to the station agent at the ple i have not no awnsver from them sheep pelts yet i want you to loock them up to see if they landed in new york or not please see to it at once as i need money bad you mind it was 5 barls of sheep pelts two weaks ago last saterday i got no returns yet

bessermer lawrence Co pa

— and, Co. new york

this was the Co you shipped to your boock will show it

Our Christmas present! THE STATION AGENT at \$1.00 per year after Jan., 1894.



## OUR LEGAL DEPARTMENT.

### IMPORTANT DECISIONS AFFECTING RAILROAD INTERESTS.

**RAILROAD COMPANY—RECEIVER—DIVERTED EARNINGS—CLAIMS BY MATERIAL MEN.**—The earnings of a railroad must first be applied to meet the bills necessary to keep it a going concern. After this application only can the bondholders lay any claim to them. If earnings have been diverted from this primary purpose or use for the advantage of the bondholders either in payment of interest or in permanent improvements which tend to enhance the value of the property the sums thus diverted must be restored. The diversion of \$2,300 to permanent improvements is made good by the issue of receiver's certificates for \$30,000 to meet demands for running expenses, and the material men are entitled to no further preference from the proceeds of the sale of the road.—[United States Circuit Court, District of South Carolina, Finance Company of Pennsylvania vs. Charlston, etc., R. Co., 52 Federal Reporter 524.

**PASSENGERS KILLED BY LOOSENED ROCK IN CUTS.**—There are a great many places along railways where persons on looking up at the overhanging hills or mountains must be led to calculate the chances of boulders rolling down upon them. They do roll down, but comparatively seldom at times do to personal injury. Where, however, a passenger is killed by a rock falling on a train, the supreme court of Pennsylvania holds that such an accident is not connected with either the means and appliances of transportation or the construction of a road in any such sense as one caused by a landslide in a deep cut; that it raises no presumption of negligence on the part of the company, and that actual negligence must be proved in order to sustain any action thereon.

**RIGHT TO TAKE TIMBER FOR CONSTRUCTION.**—The supreme court of the United States has just constructed the act of congress, approved March 3, 1875, granting railway companies the right to take timber "adjacent" to the right of way "necessary for the construction of the railroad," as not placing any limitation on the place where such timber may be used. The license is to take such timber for the construction of the entire road. It also includes the right to take as much timber as is required for completing the whole structure—station buildings, depots,

machine shops, side tracks, turnouts and water tanks, as well as the roadbed or roadway.

**SHIPPER'S MUST KNOW THE LIMIT OF THE AUTHORITY OF COMPANY'S REPRESENTATIVE.**—It behooves shippers when making contracts to ascertain that agents are not exceeding their authority. Two late cases illustrate this: A railway company has general rules declaring that under certain circumstances demurrage and storage would be chargeable to all patrons. One of its soliciting agents and a station agent agreed, in order to secure a large shipment, from a party who knew the rules, to shun them. The company would not, however, consent to this, but charged storage. Long and expensive litigation followed, and in the end it is held, as should have been expected, that such subordinate agents had no power to waive duly adopted and promulgated general rules. In the other case, a shipment of live stock was made from a station on one road to a point on a connecting line. The contract provided, among other things, that suits for loss or damage must be commenced within forty days. Loss occurred on the initial road, but for some reason investigation was to a large extent carried on by the connecting line. Several agents of the latter, with perhaps one of the former, persuaded the shipper to delay beginning suit until after the required time had elapsed, agreeing to waive the condition of the contract. He did this, and is held to have lost his legal rights thereby. The court said that the agents of the connecting line had certainly exceeded their power, and the agent of the other road had also, unless it could be shown that he had acted within the scope of his duties, or had been given some special authority.

FOR a carrier to prefer itself in its own proper business is not the discrimination which is condemned by section three of the interstate commerce act, says the United States circuit court of appeals. The act contemplates independent carriers, capable of mutual relations, and capable of being objects of favor or prejudice. There must also be at least two other carriers besides the offending one. Moreover, the principle which applies to a railway company attempting to discriminate in favor of itself as carrier by combining with its proper business a business not cognate to it, does not extend to boats owned by railway companies as a part of a continuous line. A transportation company operating a railway and a line of boats, for example, is therefore not required, it is held, to permit the boats of a rival company to land at its wharf.



### C. P. Leland.

**W**E are pleased to present to our readers, in our frontis illustration, one who has so kindly and generously contributed, for their instruction and information, from out the storehouse of an active mathematical mind facts and figures which are like the solid rock towering in strength amidst the dashing waves of theory.

We are pleased that our readers and the press generally have expressed their high appreciation of these articles from the pen of Mr. Leland, and we know they will be gratified to look upon the gentleman himself.

Mr. Leland was born July 31st, 1836, at Irving, Chautauqua Co., N. Y. He entered the railway service in May, 1855, as ticket agent and general utility man in the general office of the Milwaukee & Chicago Railway—now the Milwaukee Division of the C. & N. W. R'y—and left this employment on June 11th, 1860, to become general accountant and general ticket agent of the Michigan Southern and Northern Indiana Road—(now a part of the L. S. & M. S.)—which position he held until the consolidation of the lines now forming the L. S. & M. S., when he was made auditor of the entire system. He has held this position continuously, under five presidents, since the organization in 1869, and is the only present general officer of the company whose appointment dates from that time.

Mr. Leland is the president of the Association of Railway Accounting Officers, and the nestor of that association, with an experience of nearly forty years in railway accounts. He is also a stockholder and director in numerous railway and local enterprises, a man who delights in advancing and perfecting every interest with which he is connected and surrounded.

### Popular Nickel Plate Road

Is the shortest line Chicago to Buffalo, New York and Boston. Splendid double daily train service in each direction.

Brother Wm. McGeehon the popular ticket agent of the L. S. & M. S. at Youngstown, O., was united in marriage on Thanksgiving to Miss Bonnell a teacher in the high school of that city. A host of friends wish them prosperity and much joy.

### Holiday Rates

Via the Nickel Plate Road will be one and one-third fare for the round trip. Tickets on sale Dec. 23, 24, 25, 30, 31 and Jan. 1st. All tickets good returning until Jan. 2d, 1894.

### Too "Progressive" for Him.

I am somethin' of a vet'ran, just aturnin' eighty year—  
A man that's hale an' hearty an' a stranger tew all fear—  
But I've heard some news this mornin' that has made my head spin,  
An' I'm goin' to ease my conshuns if I never speak again!  
I've lived my four-score years of life, an' never till tew day  
Wuz I taken fer a jackass or an ign'rant kind o' jay,  
Tew be stuffed with such nonsense 'bout them crawlin' buge an' worms  
That's a killin' human bein's with their "mikroscopic germs."  
They say there's "mikrobes" all about a look-in' fer their prey—  
There's nothin' pure tew eat nor drink an' no safe place tew stay—  
There's "miasmy" in the dew-fall, an "malaria" in the sun—  
'Taint safe to be out doors at noon or when the day is done.  
There's "bactery" in the water an' "trikeeny" in the meat—  
"Ameeby" in the atmosphere, "calory" in the heat—  
There's "corpussuls" an' "pigments" in a human bein's blood—  
An' every other kind o' thing existin' since the flood.  
Terbacker's full of "nickerteen," whatever that may be—  
An' your mouth'll all git puckered with the "tannin" in the tea—  
The butter's "olymargareen," it never saw a cow—  
An' things is gettin' wus and wus from what they be jest now.  
Them bugs is all about us jest a waitin' fer a chance  
Tew navigate our vitals an' tew 'naw us off like plants;  
There's men that spends a life-time huntin' worms, jest like a goose—  
An' tackin' latin names to 'em an' lettin' on 'em loose.  
Now, I don't believe sech nonsense an' I'm not agoin' tew try—  
If things has come tew sech a pass I'm satisfied tew die—  
I'll go hang me in the sellar, for I won't be sech a fool  
As to wait until I'm pizenen by a "annymally-cool!"  
—*Laura W. Sheldon in Brooklyn Life.*

### Medals for the Reliable.

The Reliable Incubator & Brooder Co. of Quincy, Ill., have been awarded highest honors, medal and diploma, on their incubator and brooder combined, and a medal for hot water brooder. This is a very gratifying award, as there were exhibited a large number of incubators. Singularly enough, however, the Reliable was the only incubator from the incubator city of Quincy that competed for the prize. We congratulate them on their success.



of common occurrence. The goods are detained until the charges claimed are paid. Usually detention would entail greater loss upon the consignee than the amount of the extra charge, and the result is that he submits to the exaction. The burden is then upon him to seek reimbursement, and this is attended with so many vexatious difficulties and delays that when the amount is small, the claim is often abandoned. Often, too, though the charge is illegal, the fact of demand being made makes the consignee believe that it is legal. Some of the causes of overcharges are stated by the Commission. It seems apparent that consideration of appropriate means for adequate relief will suggest the necessity of suitable additional legislation, unless such necessity be obviated by the action of the carriers themselves.

It is alleged that "tramp" vessels on the lakes, operating under fluctuating rates, prevent the "regular" lines from publishing and maintaining through rates in connection with rail carriers. But certain methods pursued by the "regular" lines are as obnoxious as those of the "tramp" vessels. Further statements are made with regard to publication of rates for water and rail transportation and recommendation is made for amendment so as to bring these water carriers under the law.

This topic is discussed at considerable length. The total railway mileage on June 30, 1892, was 171,563.52 miles, an increase of 3,160.78 miles; the total number of railway corporations was 1,822, being a net increase of 37 during the year; 899 maintained independent operating accounts, and 712 were independent operating companies. Of the 761 subsidiary roads, 320 were leased for a fixed money rental and 186 for a contingent money rental; 9 roads were abandoned. There were 19 mergers, 17 reorganizations and 16 consolidations. The capitalization of roads reporting was \$10,226,748,134. There were 560,958,211 passengers and 706,555,471 tons of freight reported as carried during the year ending June 30, 1892. The gross earnings reported were \$1,171,407,343, and the operating expenses were \$780,997,996, leaving net earnings of \$390,409,347, to which add \$141,960,782 as income to railways from investments. After payment of \$416,404,958 as fixed charges, \$97,614,745 was paid in dividends, and \$4,314,390 in other payments, leaving a surplus of \$14,036,056. The passenger revenue for the year was \$286,805,708; and freight revenue amounted to \$799,316,042. There were 821,415 persons employed in railway service at the end of that year, of whom 2,554 were killed in accidents and 28,267

were injured. Three hundred and seventy-six passengers were killed and 3,227 were injured. These accident statistics are carried out with considerable detail. Earnest recommendation is made for an amendment providing a penalty for the failure of carriers to file their annual reports within a specified time. The form adopted for these reports is noted as being satisfactory to the carriers, and as having been put in use by twenty-two State commissions. A preliminary statistical report for 1893 will form a part of the appendix to this report.

The law requiring the application of automatic couplers and other appliances to freight trains, which was approved on March last, is to be appended to the report, together with a comparative statement of equipment with and without automatic couplers and train brakes, and of accidents to passengers and the various classes of employees, for four years preceding June 30, 1892. The law does not restrict the use of couplers to any particular type, and it is not, therefore, open to the objection that it will especially benefit a particular patentee. The aim of the law is that the men shall not be required to go between the cars for the purpose of coupling or uncoupling, and no road can, after the date prescribed, use cars of its own or those of other roads, which do not conform to the law's provisions. Much credit is given in the report to the skill and intelligence of railway employees.

Since the Commission's last report substantially no progress has been made by the carriers in the work of uniform classification. The Commission reviews what is said on this subject in its former reports. The results of what has been attempted by the carriers in this matter have convinced the Commission that uniformity will not come from the voluntary efforts of railroad officials, and that it is necessary to urge them on by legislation. It is believed that sufficient time has been allowed the carriers to formulate a suitable plan. The report recommends that the carriers be required to adopt a uniform classification within a year, and in case of failure that the Commission or some other public authority be directed to enter upon the work.

This article shows that private freight cars came into use in a small way to meet the deficiency in freight car equipment of carriers for special kinds of traffic, like oil, dressed meat, furniture and live stock. That the number of private cars rapidly increased, and finally passed beyond the point of being equipped by shippers themselves; they began to be furnished by corporations for profit. After awhile demand for compensation for the us-



## Arbitration and Conciliation of the State of Ohio.

[The arbitration law of Ohio has several times been alluded to in contributed articles in THE STATION AGENT as "being one of the best enactments in the statute books of the several States." We will make no comments, but would like to receive the opinions of our readers thereon.—ED.]

### STATE OF OHIO, OFFICE OF STATE BOARD OF ARBITRATION, COLUMBUS.

In sending out the act of the General Assembly providing for a State Board of Arbitration and Conciliation, we have thought it might conduce to a more general understanding of its provisions to summarize its more prominent features. Accordingly, we preface the law to which the special attention of all *corporate and other employers of labor, and all employees, whether organized or unorganized*, is earnestly invited with the following summary:

#### I. OBJECT AND DUTIES OF THE BOARD.

The State Board of Arbitration and Conciliation is charged with the duty, upon due application or notification, of endeavoring to effect amicable and just settlements of controversies or differences actual, or threatened, between employers and employees in the State, by pointing out and advising, after due inquiry and investigation, what, in its judgment, if anything ought to be done or submitted by either or both parties to adjust their disputes, of investigating, where thought advisable, the cause or causes of the controversy, and ascertaining which party thereto is mainly responsible or blameworthy for the continuance of the same, and making their decisions thereon, and of employing other appropriate mediatory and conciliatory means of accomplishing the general purposes of the act.

#### 2. HOW ACTION OF THE BOARD MAY BE INVOKED.

Every such controversy or difference *not involving questions which may be the subject of a suit or action in any court of the State* may be brought before the Board; *provided*, the employer involved employs not less than twenty-five persons in the same general line of business in any city or county in the State.

The aid of the Board may be invoked in two ways:

*First*—The parties immediately concerned, that is, the employer, employees, or both, conjointly may file with the Board an application which must contain a concise statement of the grievances complained of, and a promise to

continue on in the business, or at work (as the case may be), in the same manner as at the time of the application, without any lockout or strike, until the decision of the Board, if it shall be made within ten days of the date of filing said application.

An application must be signed by the employer or by a majority of the employees in the department of business affected (and in no case by less than thirteen), or by both such employer and a majority of employees jointly, or by the duly authorized agent of either or both parties.

When an application purporting to represent a majority of such employees is made by an agent the Board shall satisfy itself that such agent is duly authorized, in writing, to represent such employees, but the names of the employees giving such authority shall be kept secret by the Board.

*Second*—The Mayor of the city, or the probate judge of a county, when made to appear to him that a strike or lockout in such city or county is seriously threatened, or has taken place, is required by the law to notify the Board of the fact. When such fact is thus or otherwise made known to the Board it becomes its duty to open communication with the employer and employees involved, with a view of adjustment by mediation and conciliation.

#### 3. ACTION OF THE BOARD TO CEASE WHEN PROMISE TO CONTINUE BUSINESS OR WORK IS BROKEN WITHOUT WRITTEN CONSENT OF ADVERSE PARTY.

Should petitioners filing an application cease at any stage of the proceedings to keep the promise made in said application the Board will proceed no further in the case without the written consent of the adverse party.

#### 4. SECRETARY TO PUBLISH NOTICE OF HEARING.

On filing any such application the Secretary of the Board will give public notice of the time and place of the hearing thereof. But at the request of both parties joining in the application this public notice may, at the discretion of the Board, be omitted.

#### 5. PRESENCE OF OPERATIVES, ALSO BOOKS AND THEIR CUSTODIANS, ENFORCED AT THE PUBLIC EXPENSE.

Operatives in the department of business affected, and persons who keep the records of wages in such department, may be summoned and examined under oath by the Board, which may compel the production of books and papers containing such records. All parties



to be paid always next to the expenses of the litigation. They do not come within the category of ordinary debts at all, and have been characterized as being "as remorseless as fate and certain as death."

In the conflict which has occurred in this State between these two well defined and acknowledged principles of law, the question naturally presents itself why the lesser, the comparatively modern, the doubtful right of the receiver, which rests on nothing but judicial decisions and assumption, should have been given precedence over the older and hitherto undisputed right of the State to collect its taxes in its own way. The law of receivers is altogether modern. It rests almost wholly on judicial legislation. It took its rise in the court of equity in England some hundred years ago, and up to 1860 the powers and duties of receivers and the control of bankrupt estates by judges through them were of small importance and caused no disquiet. The receiver held the trust estate pending the litigation, took care of it, paid the taxes, when necessary kept things in repair—and that was about all. But during the last thirty-five years this small, insignificant power has spread and grown with the rapidity of a banyan tree in the tropic jungles of Asia, until now it overshadows the land and blights the sovereignty of the states, becoming a veritable upas tree, which threatens the existence of local and self government. This development has been owing to and kept pace with the construction of railroads and the numerous cases of bankruptcy in which they are involved by reason of bad management, watering of stock or wreckage wrought by a bare majority of stockholders, who seize a railroad and run it in their own interests, with a view to defrauding the minority stockholders and stealing their property. Too often, alas! the courts are instruments to carry out the robbery.

But while the power of receivers and the rapidly increasing latitude permitted them by the courts have rested, in the main, on right principles and the sound policy of preserving the property, many abuses have grown up with them. I can find no warrant in law and no ground in equity for the the decision of the circuit and supreme courts in the cases we are considering. It is not disputed by either of these tribunals that taxes are a preferred lien on the property, and the chief justice expresses himself very emphatically as to the duty of the circuit court. He says: "No doubt property so situated is not thereby rendered exempt from the imposition of taxes by the government within whose jurisdiction the prop-

erty is, and the lien for taxes is superior to all other liens whatsoever." In order to get an excuse, however, for allowing the receiver to resist the payment, and to paralyze the State government in its efforts to collect taxes, he continued: "The levy of an ordinary *fiery facias*, sequesters the property to answer the exigency writ, but property in possession of the receiver is already in sequestration, held in equitable execution, and, while the lien for taxes must be recognized and enforced, the orderly administration of justice requires this to be done by and under the sanction of the court. It is the duty of the court to see that it is done and a seizure of the property against its will can only be predicated upon the assumption that the court will fail in the discharge of its duty."

\* \* \* \* \*

The State has exercised its sovereignty to levy taxes in accordance with its own laws. Its officers, in compliance with their oaths, proceeded to obey those laws. Every tax payer, whether an individual or a corporation, should be amenable to these laws alike, and any decision which destroys that equality, is an outrage upon justice. If all judges were honest, or fair, or just, this power of discrimination could work no wrong; but a receiver in the matter of taxes should be the same as any other citizen or corporation. Any favoritism that is shown him is a premium on fraudulent bankruptcy and brings the judiciary into discredit. If the court has the discretion and power through its receiver to do all the various acts necessary to run a railroad, and even build additional mileage, as has been done, and is being done, it could pass on the advisability of paying taxes in private, and doubtless does it. When, therefore, a receiver refuses to pay taxes as illegal, it follows that the court must think as he does, and it is mockery to tell us to appeal to such a tribunal.

There is no law for the unwarranted interference on the part of the United States courts; there is nothing in the United States constitution to warrant it. The authors of that instrument never dared to set up any such claim, and the court only obtains it by a "violent assumption of power," which is the essence of tyranny. That it has required a century for judicial insolence to go so far is a sufficient proof that it has no basis in law or justice, and could only spring from that perpetual grasping after more power which has

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characterized the judges of the United States circuit court and district courts. One by one the reserved rights of the States are being absorbed by the federal judiciary, and it is high time for Congress to take the matter in hand and by expressed limitations restrain the unlicensed and iniquitous powers exercised by the courts in the matter of receiverships.

There is talk in some quarters and a growing demand for government ownership of railroads, for these corporations, whether in the hands of receivers or of the owners themselves, have found such ready and willing tools among the federal judges, who are ever ready to stand between them and the people in their efforts to restrain them within reasonable bounds that no other mode of relief appears possible. This is not a desirable solution of the problem, and I do not advocate it; because such control would almost inevitably be used as an engine in elections by the use of the employees at the ballot box for the benefit of the party in power. The mere idea is repugnant to a republican form of government. But those who manipulate and control these corporations, and who grow rich in robbing the people through them—such men in particular—hold up their hands in horror at the mere idea of government ownership. But what have we in the United States at this time? What is the condition of a large number of these corporations? Upward of 33,000 miles of railroads, one-fifth of the total mileage in the United States, and representing a capital of more than \$1,400,000,000 are today in the hands of receivers, who are but the servants or partners of the judges. We have here government ownership or control (at least in effect) the most absolute and irresponsible that is possible to exist. The federal judiciary, without any statutes on the subject, or comparatively few limiting or defining their powers, control one-fifth of the railroads in the United States without responsibility to anybody; without anyone to overlook them or their agents, the receivers; without any accounting to be had for the millions and hundreds of millions of dollars of these "wards in chancery;" issuing receivers' certificates, which are preferred liens on the property; imprisoning the State's officers when they attempt to collect taxes; arresting our constables for the slightest interference even for the freight they haul; bargaining with the receivers for the employment of kinspeople or favorites; and Congress sits idly by, watching this more than Russian absolutism with seeming indifference.

With this vast amount of property held in absolute possession, without responsibility to

anyone, it is small wonder that there has been maladministration, speculation, robbery and widespread demoralization. One court in Vermont has held a railroad under a receivership for twenty-seven years. Many corporations have found themselves saddled by heavy debts by the incompetency or dishonesty of the receivers, who, we will see, are sometimes the servants and at other times the masters of the court. Men who want to make money rapidly—honestly if they can, but who must "make money"—seek the position of receiver with avidity. The most glaring and remarkable instance of this *facilis est averni* occurred this year, when Judge Edward M. Paxson, of the supreme court of Pennsylvania, with still four years' tenure, resigned his high office to accept the receivership of the Philadelphia & Reading Railroad. How much longer shall this abuse which cries aloud from heaven, and which is a scandal in the land, corrupting the judiciary by the use of unbridled power, be allowed to continue? By comparison, government ownership under strict laws and rules, such as obtain in the postal service, would be such an improvement that it is bound to come unless the abuses of receiverships are stopped.

#### Washington's Overcoat.

The story is told by a traveling auditor, that a certain railway traversing a sparsely settled country desiring to make a stopping place at a certain cross-road, had made arrangements with the keeper of the cross-road grocery to transact the little freight and ticket business from that point. He was given a stock of stub tickets with instructions voluminous. Months rolled round, and while an occasional ticket came to the general office from his station in conductor's collections, no reports came from the agent, while he remitted occasionally to the treasurer.

The Auditor of Ticket Accounts had called him to task at various times and in forcible language, but no attention was paid to his letters to the agent so the traveling auditor was sent to "check him up."

The traveling auditor introduces himself and states his mission when the agent addresses him thus: "So you want me to report tickets sold, do you? Don't the conductors collect them from the passengers? Don't I send all the money to the treasurer? What more do you want? I got some letters signed by B. X., Auditor of Passenger Accounts, but I won't answer such letters. He thinks he is so big that George Washington's overcoat wouldn't make him a vest!"



State Board to put itself in communication as soon as may be with such employer and employees.

SEC. 14. It shall be the duty of the State Board in the above described cases to endeavor, by mediation or conciliation, to affect an amicable settlement between them, or to endeavor to persuade them, provided a strike or lockout has not actually occurred, or is not then continuing, to submit the matter of dispute to a local board of arbitration and conciliation, as above provided, or to the State Board, and said State board may, if it deem it advisable, investigate the cause or causes of such controversy and ascertain which party thereto is mainly responsible or blameworthy for the existence or continuance of the same, and may make and publish a report finding such cause or causes, and assigning such responsibility or blame. The Board shall have the same powers for the foregoing purposes as are given it by Section 9 of this act.

SEC. 15. Witnesses summoned by the State Board shall be allowed fifty cents for each attendance, and the further sum of twenty-five cents for each hour of attendance in excess of two hours, and shall be allowed five cents a mile for travel each way from their respective places of employment or business to the place where the Board is in session. Each witness shall state in writing the amount of his travel and attendance, and said State Board shall certify the amount due each witness to the auditor of the county in which the controversy or difference exists, and shall issue his warrant upon the treasury of said county for said amount.

SEC. 16. The said State Board shall make a yearly report to the Governor and Legislature, and shall include therein such statements, facts and explanations as will disclose the actual workings of the Board, and such suggestions to legislation as may seem to the members of the Board conducive to the relations of and disputes between employers and employees.

SEC. 17. The members of the said State Board of Arbitration and Conciliation hereby created shall each be paid five dollars a day for each day of actual service, and their necessary traveling and other expenses. The chairman of the Board shall, quarterly, certify the amount due each member, and on presentation of his certificate the Auditor of State shall draw his warrant on the on the treasury of the State for the amount. When the State Board meets at the capitol of the State, the Adjutant-General shall provide rooms suitable for such meeting.

SEC. 18. That an act entitled "An act to authorize the creation and to provide for the operation of tribunals of voluntary arbitration to adjust industrial disputes between employers and employees," of the Revised Statutes of the State, passed February 10, 1885, is hereby repealed.

SEC. 19. This act shall take effect and be in force from and after its passage.

LEWIS C. LAYLIN,

Speaker of the House of Representatives.

ANDREW L. HARRIS,

President of the Senate.

Passed March 14, 1893.

#### Patents Granted.

REPORTED especially for this publication by Messrs. Chandlee & Macauley, solicitors of patents, Atlantic building, Washington, D. C. Copies of these patents may be obtained from the above firm at 15 cents each.

509,939. Car-door lock. John Pearson, Chicago, Ill. Filed Jan. 14, 1893. Serial No. 458,387. (No model.)

510,237. Cinder and dust blind. George W. Bohde, New York, N. Y. Filed Sept. 14, 1893. Serial No. 485,442. (No model.)

510,285. Nut-lock. George L. Odgers, Bonne Terre, mo., assignor of one-half to P. A. Benham, same place. Filed Oct. 9, 1893. Serial No. 487,559. (No model.)

509,941. Grain car-door. George W. Perry, Peoria, Ill. Filed Jan. 28, 1893, Serial No. 460,059. (No model.)

509,944. Sleeping-car. August Rapp, Chicago, Ill., assignor to the Pullman's Palace Car Company, same place. Filed Nov. 27, 1891. Serial No. 413,244. (No model.)

510,151. Cable-crossing. William W. Bailey, New York, N. Y. Filed Dec. 24, 1892. Serial No. 456,285. (No model.)

509,898. Air-brake apparatus. James T. Hayden, Chicago, Ill., assigned to the Crane Company, same place. Filed Mar. 4, 1892. Serial No. 423,728. (No model.)

"Glimpses of the World's Fair" is the title of a book lately published and which is having an enormous sale. It contains a selection of 190 photographic reproductions, showing all the main and State buildings, as well as interesting scenes on Midway Plaisance. To those fortunate enough to have attended the Fair it is a splendid reminder of the wonderful sights they saw; while, for those who did not attend, it will make clear many things of which they have read. It is for sale by Wm. H. Dietz, 117 Dearborn st., Chicago. Prices are 50 cents for paper binding and \$1.00 for cloth.

Rubber Stamps, 5 cents each.

Wm. A. Bell, Mfr., Bolivar, Mo.



### What is Steam?

THE above question is frequently asked of engineers now-a-days, and, although they make constant use of steam, very few will answer that "steam is an invisible gaseous fluid, generated by the aid of heat from water." Many of them when told that steam is invisible laugh and say they know better, because they see it every day. If one of these wise men who claim the honor and name of practical engineer will take a look at the water-glass in the boiler room, if they have one—if not, let them look at the one on their neighbor's boiler—and then tell if they can see any steam inside of it. If the glass should happen to burst while they are making the observation, they will, no doubt, see plenty of what they call steam in the vicinity, and they might also see the same if the safety-valve should happen to blow off. Why, then? Simply because steam is invisible, and so long as it is confined you cannot see it, but when it is cooled off, as when it comes in contact with the air, and is consequently condensed again to the water from which it originated, it becomes visible to the eye, like water in very small particles, as in a fog. Viewed at such times it has lost its characteristics as steam, and instead of being a gaseous fluid it has become condensed to the water in very small particles, which occupy considerable space. When in this condition we see what we call steam, but when the engineer notes the flow of steam, from the guage-cock or safety-valve, he will notice that near the opening nothing is visible, while at some distance he sees a fog. The reason of this is that at all times steam is invisible while it remains steam, but by condensation and the formation of water a fog is produced, which can be seen and distinguished in no other way from the fog which rises from the rivers, swamps, or other bodies of water during such times as the temperature and other conditions are favorable to its formation.

### Theoretical Bridge Building,

A STORY is told of an engineer who operated from data only, and who built a bridge with a long span, getting his every element from theoretical sources. The very first freight train that crossed that bridge went down, taking the bridge with it. The engineer could not believe that his bridge had collapsed, as he had calculated with great care every strain it could receive. So he went out to see if the fault did not lie in material or workmanship. Neither of these, however, showed a defect, so he retired to his closet and went

again over his calculations. It was toward the middle of the second afternoon when he emerged from his researches, and as he passed out into the open air one of his assistants heard him mutter:

"Damn that decimal point."

What that engineer needed was the trained eye of practical experience that usually is able to see whether a section, an arch, or a lever is strong enough. An experienced man should be the complement of the mathematician in every calculation of any consequence. Where but one engineer is to be employed, select the careful man, or better, one who is both the one and the other.—A. D. Pentz in *Engineering Magazine*.

### An Englishman's Trip to Chicago.

Much interest has been aroused by the remarkably quick journey from Queenstown to Chicago made by Theodore Fry, a member of the British Parliament, the first part of the month. Mr. Fry left Queenstown on the *Lucania*, of the Cunard line, at one o'clock Sunday afternoon, October 1; arrived at New York Saturday noon; lunched with some friends at the Astor House and took the New York Central's "Exposition Flyer" from Grand Central station at 3 P. M. that afternoon, arriving at Union station, Van Buren street, opposite the Board of Trade, in the very center of the business and hotel district of Chicago, at ten o'clock Sunday morning, thus making the trip from Queenstown to the World's Fair city in just six days and nineteen hours, the quickest time on record. "*Lucania*" and the "Exposition Flyer" have created a revolution in the world of travel.

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Published Semi-Monthly at Vinton, Ia.

Official organ of the

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A. D. THURSTON,

Editor and Manager,

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## BEFORE THE CAMERA.

NEW YORK, June 15.—It is not always that photograph galleries are supplied with real artists and all the paraphernalia for taking beauty-pictures, so it is a good thing to know something about the matter one's self. One likes so well to be able to give a graceful picture to one's friends. Let it be taken with every possible advantage in favor of the sitter. Remember that the picture which seems to "flatter" is only a picture taken in the best pose and in the best light. "Flattery" by photography is impossible. But distortion is easily accomplished.

When you are going to be photographed if your eyes are strong, select a bright, sun-shiny day. The picture will take in an instant and will be very clear cut. On such a day the eyes are always directed a little upwards, while the light falls full and becomingly upon the face. But many people cannot take good pictures on sunny days. The sun blinds them. They wink and blink until a poor likeness with a strained expression is the result. People with not strong eyes should select a medium day; though they have to set a little longer on such a day, the picture is better when taken.

## DRESSING FOR A PHOTOGRAPH.

Dressing for a photograph is very important. A tight stiff dress should never be chosen, and the "best black silk" so often selected for the gown in which to be photographed is the most unbecoming gowns in the world when it is reproduced and framed.

The photograph dress should be very easy. A year-old summer silk or a dress of crepe

cloth is good. The less trimming the better, and the sleeves should not be tight enough to give the hands that swollen appearance so often produced by the deep, tight cuffs. The neck is better cut away a little to show the throat, and the hair should be dressed without daggers or pins of any kind to attract the attention before one sees the woman herself.

Mrs. Cleveland, who is really the "show patron" of the picture galleries, has decided that, of her many photographs, the one with the neck cut round, with a deep chiffon ruffle around the neck, is the best. She is so pleased with this one, in which she is simply dressed, that she has directed her photographer to have two hundred finished up without the name "Mrs. Grover Cleveland" underneath, so that she may write her autograph there and send the pictures to her friends.

Never, when dressing for a picture, wear anything which is in the extreme of style. The fashions will change next year. And then the now pretty picture will be queer because of the dress. The same is true of hats. Do not wear a hat at all unless it be a small bonnet with flat trimmings or the ever-fashionable sailor hat.

The Princess of Wales, who is one of the most photographed women in the world, realizes this fact of plain dressing; and the photographs taken of her years ago are as fashionable in style now as they ever were. Particularly was this true of the hats and gowns which she wore in her photographs of a year ago, when in mourning for the Duke of Clarence. Her crepe bonnets were small and set well back on her head, when she posed for



her semi-annual set of pictures, and her dress was plain and not too heavily somber.

#### THE DIFFICULTY WITH THE HANDS.

The hands in a picture rarely take well. They are usually pressed against a table, or the back of a chair, and so appear shapeless; or they are placed badly. Folding the hands over the stomach is a popular pose. But it is a very bad one. And, indeed, any position at all is bad for the hands which brings them forward so that they appear big in the picture. The nearer the object is to the camera the bigger it grows in the picture.

So take care that the hands are placed a little back and that the feet are not brought prominently forward.

A young society matron who boasts of her prowess as a walker, dropped into a photographer's one-day to be taken in a new pedestrian suit, as she called her natty street costume. "And I wish to show these fine double-soled shoes," said she, "for I consider them the best part of my outfit."

"But madame," reasoned the photographer, "if I take your feet extended in that way, they—they will appear—er large."

"Oh, no," replied the woman. And so the photographer took the picture. But when they were sent home the daintily crossed feet loomed up in the foreground of the picture in such awful proportions that the young matron keeps the pictures put away in her darkest closet, just as Mrs. Mackay has kept Meissonier's famous painting of herself put away, because the hands were too big in the foreground.

Lillian Russell understands the art of having her hands photographed well. She is one of the few public people who even have their hands photographed at all without gloves upon them. She always poses her hands by themselves, so to speak, and curls the fingers into the prettiest possible shapes. In one of her pictures, recently taken, she has violated the unwritten law laid down by Mrs. John Sherwood "that the hands should never be placed against the face," and she has succeeded in getting a beautiful picture withal.

But the secret lay in the pose of the hand. If it were pressed against the face both would suffer from the contact.

Any color takes better than white. Even black is preferable, though the various shades of green and brown are best of all. White throws few shadows and is very stiff and trying, if brought next to the face.

#### HINTS FOR CHILDREN'S PICTURES.

For children the little dotted gowns of French muslin, or soft silk, fall the most grace-

fully, and, dressed thus simply, a child falls into easy attitudes naturally. Little Frances Cleveland Lamont wears a quaint little gown of pink silk, and is taking the first steps of a minuet in the pictures which Mrs. Lamont says are the best ever taken of her youngest daughter.

And another very graceful child's picture is that of Baby Fife, Lady Alexander, taken with one tiny foot extended, as she dances upon a sofa pillow with the folds of a soft silk Mother Hubbard clinging to her.

Boys look best in pictures when they are engaged at something. They seem more lifelike that way. They forget the awkwardness of hand and foot which pervades them when they stand dressed in a Sunday suit before a camera. And the expression is sure to be better.

Mrs. Frances Hodgson Burnett had several pictures of her boys taken, outstretched upon a fur rug, with their dogs around them. And the picture she has selected for her newsboys' lodging house in London, erected in memory of her dead son, shows him the original of "Little Lord Fauntleroy," with his hands upon the head of a great mastiff.

#### RIBBONS AND JEWELRY.

Velvet always takes well. It leaves a peculiar softness which can be almost felt in the picture.

Ribbons are less fortunate for they "fly" a little, and so are reproduced much too large.

Ornaments on the hair, unless taken for fancy dress, are too conspicuous to be pleasing, and jewelry deprived of its natural luster, is so uninteresting that it might better be left off. It is often ridiculous and even displeasing.

"What is that lump upon my ear?" indignantly demanded a pretty girl of her photographer as she stood studying her "proofs."

"That-er lump! Why that is your diamond screw earrings," stammered the photographer. "They always take that way, but we never say anything—any more."

#### HOW STOUT PEOPLE SHOULD DRESS AND POSE.

Stout people are at a disadvantage in a picture. The pretty lines of the shoulder and neck are lost and there is too often a choky, stuffed look where there need only be grace.

To remedy this, the throat should be dressed low all around. The hair should be dressed high, and the hands should be placed anywhere but near the bust or stomach. Dull goods produce the effect of slimness—velvets or plushes should not be worn, as they are too bulky. With hair dressed high, and a rather



low corsage, with lace veiling the neck, and no ornaments of flowers or jewels, a stout woman can take as graceful a picture as either she or her friends desire.

A fine example of stoutness and grace in a picture are the likenesses of no less a personage than Queen Victoria.

The last time Miss Georgia Cayvan visited her photographer she hit upon a happy pose for a plump young woman. Seating herself in a narrow-backed chair she turned her head back a little in profile, and smiled into the face of the camera as if she were speaking to a friend.

"That is the secret of the good photos the actresses take," said one of the best photographers in the world. "They easily imagine people are looking at them."

When Miss Herbert, daughter of Secretary Herbert, went to have her picture taken to be put in the group of Cabinet ladies, the artist posed her smiling into the heart of a rose, and the picture fell far short of doing justice to Miss Herbert's classic face. The eyes were lost in their downcast gaze, and the nose, which would have been a joy in profile, was unappreciated.

#### HOW TO MANAGE THE HAIR.

One can hardly dress the hair too loosely for a picture. Mary Anderson used to say that she arranged her hair as carefully as if for a dinner party, and then went to work and pulled it down again. By which she meant that she loosened it until it was fluffy around the head, forming a rich setting for the face.

Many photographers insist upon touching the front hair with powder "to bring out the high lights," and they beg that a bit of lamp black may be used upon the eyebrows "just to shade the eyes becomingly."

Mrs. Harrison's spirit rebelled against these improvements, and so in many of her pictures the delicate tones of her hair and eyes were faded when seen after the camera had done its work for them.

#### HOW TO CONCEAL BLEMISHES.

It is easy in a picture to conceal any blemishes that may exist in life.

An obnoxious mole, too prominent for a beauty spot, may be covered with wax and powdered over. A light veiling may be draped over scars or bruises.

One of the most famous beauties that ever lived, the Empress Louise, mother of the old Kaiser Wilhelm, had a frightful scar upon her neck just under the ear. And to hide it she always drew a quantity of white tulle veiling across her graceful throat and over the afflicted side of her head. The affect was very

lovely, and today women are buying the Empress' picture for an ideal head, all unconscious that the gauzy drapery conceals an ugly wound.

There is a funny little thing about Mrs. Cleveland—everything is Mrs. Cleveland now—which is not known at all. When she first went to the White House she knew very little at all about being photographed, and her picture as a bride were very ordinary. One of them showed her in a sailor hat with three rows of puffing around the crown and the brim tipped forward, in school girl mode, over her eyebrows. Of course, the picture was old fashioned before the first series of Washington dinners had been digested. And meanwhile Mrs. Cleveland studied the art of taking a pretty picture.

The old pictures are still in existence, but Mrs. Cleveland will not allow the public to see them.—AUGUSTA PRESCOTT in the *Cleveland Leader*.

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#### CORNELIUS VANDERBILT.

Less is known about Cornelius Vanderbilt than any other of New York's great men. He is modest to the point of bashfulness. He never sees reporters. He never attends public dinners or other functions. He seldom goes to his clubs. In a word, he avoids publicity and keeps himself entirely in the background. He is a very busy man, and devotes his time to his great railroad interests, his home, and his religion. Years ago he used to teach a Sunday-school class. Even now he sometimes goes to the Young Men's Christian Association and talks to the boys there. But he is as nervous as a witch all the time, and breathes more freely when his task is over. He may be seen almost any afternoon these bright autumn days, walking briskly along Fifth Avenue with his wife or one of his children by his side. Although he gives away in charity each year one hundred thousand dollars or more, he is very exacting in all money matters. It is believed that he has added ten million dollars or more to the large fortune left him by his father. But, even with this he is not the richest man in America. There are half a dozen others whose fortunes are much larger.

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"The Pen is mightier than the Sword," but it is not quite as "immediate" in attracting attention to the point.



## EXTRACTS FROM MY SCRAP BOOK.

A small quantity of dissolved gelatine added to Jersey cream will prevent it from turning to butter while being whipped.

A level tablespoonful of pulverized, sifted saltpetre to every three gallons of cream, added to the first skimming, will save the cream from becoming bitter in winter, retard acidity, and make firmer butter in summer.

Faded analine colors in a carpet can be restored by sponging them with chloroform. When laying a carpet, tack in each corner a triangular piece of tin such as used in putting ting down oil cloth. The dust in the corner will not accumulate.

Place a lighted lamp among your house plants on a very cold night; then you can, with authority, say to Jack Frost, "hands off." To destroy small white worms, saturate the soil with lime water at full strength, but do not use lime water on azaleas; they will not grow in a soil which contains lime.

Use old waterproofs for aprons and sleeve protectors. To mend a waterproof, button-hole-stitch each side of the rent with silk thread, then sew together overhand. If waterproof cloaks are oiled occasionally they will last much longer.

To preserve red flannels from fading, mix half a teacupful of flour with a quart of cold water, heat, and let it boil fifteen minutes. Stir this into the suds in which you wash them. Do not let them freeze in drying, and do not iron them.

To remove lime from maple sugar pans, cover the bottom with a solution of one pound of muriatic acid to a gallon of cold water; it will dissolve the scale, and it can then be easily removed with a brush.

For table use, to every pound of strained honey add a syrup of one pound of granulated sugar dissolved in water, of the same consistency as the honey. It will take an expert to detect the flavor from that of pure honey.

Oxalic acid crystals dissolved in water will remove leather stains from white stockings, ink stains from white cloth and ink spots from books. Wash the cloth thoroughly when the spots have disappeared.

Into half a pailful of warm whitewash put a lump of lard as large as an ordinary size hen's egg. Mix well, use it immediately, and it will spread easily and smoothly.

Extract the juice from sour apples by cooking and straining. When making grape jelly

use half the quantity of apple juice. This prevents the formation of crystals in the jelly, and does not perceptibly affect the flavor.

Wipe varnished furniture with a soft cloth wrung from warm skim milk; it removes fly specks easily and freshens the varnish.

Specks on gilded frames may be removed by an application of alcohol with a camel's hair brush. A sponge wrung very dry from alcohol will remove spots caused by dampness. To clean gilding, apply a flannel wrung from weak lye, and dry immediately with a soft cloth.

CLARIBEL.

What blessing will the new year bring to us? THE STATION AGENT full of the best railway articles and all for one dollar a year.

## SAVING MONEY.

Mrs. Swiftly—I'm making all my hats myself to save money.

Mr. Swiftly (much pleased)—Indeed!

Mrs. Swiftly—Yes, this one I got only cost me 25 cents.

Mr. Swiftly—Well, I declare.

Mrs. Swiftly—And I put all the trimming on myself.

Mr. Swiftly—Where did you get the trimming?

Mrs. Swiftly—At Dreighood's. I got it for \$18.—*Chicago Record*.

## AN ATTRIBUTE.

Miss Sweetly—Are you a bull or a bear, Jack?

Jack Brokaw—O, I'm a bear, darling. Why?

Miss Sweetly—A bear! O, how nice! Then you—you must—

Jack Brokaw—Yes, whenever I get the chance.

And he cornered her.—*Bulletin*.

## A PROPER MESSENGER.

M. Calino recently sent a new servant girl on an errand. Green to city ways, she lost her way and did everything wrong.

"You've no sense at all!" M. Calino stormed, when she returned. "The next time when I want an idiot to do an errand for me I'll—I'll go myself!"—*Youth's Companion*.

## JUST SO.

"Clocks have faces and hands," he was saying. "Now, why don't they have eyes and see?"

"They do," she said in a hollow whisper. "Haven't you heard of the old clock on the stare?"—*Detroit Free Press*.



## GOOD ADVICE.

Mrs. Witherby.—I am going to open an account in a dry goods store today.

Witherby—Do they know you?

Mrs. Witherby—No.

Witherby—Then wear your sealskin.

Mrs. Brush—Has the hanging committee decided about your picture yet?

Brush—Yes.

Mrs. Brush—Are they going to hang it?

Brush—Dubious; I heard the chairman say he thought hanging was too good for it.

## THE TOUGH TURKEY.

"I'm old and tough," the turkey sighed,  
"One joyous thought now greets me—  
'Tis of the trouble I can give  
To any one that eats me."

—*Washington Star.*

"The hand that spans the baby  
Is the hand that rules the world."

## INDIAN SUMMER.

Far off the mountain outlines, soft and dim  
Melt in the tender opal-tinted skies,  
Which, like the jasper walls of Paradise,  
Seem watched by dreamy, cloud-wrapped cherubim.

Stilly the sunshine, like a pale, gold sea,  
Shimmers within the horizon's sapphire ring,  
Spun with fine threads of gossamer that swing  
Like signal lines between my love and me.

And like a spirit on the yellow waves,  
The thistle-down floats airily from sight,  
While pallid butterflies in circling flight  
Woo, wed, and vanish into unknown graves.

Leaning upon a gray and moss-grown wall,  
Bordered with fringe of frosted golden-rod,  
I wonder if across the hills of God  
You look today and listen for my call.

For though upon the lightest air that blows  
I may not breathe your name to mortal ear,  
Hath not the soul a cry that love must hear,  
And answer by the tokens that love knows?

What matter if I stand here in the clay  
From which you are absolved by nature's law—

Shall not th' immortal bond between us draw

Our souls together on this rare, calm day?

In the still glory of the low, soft sun,  
The viewless walls of heaven grow so thin  
That unseen seraphs, gliding out and in,  
Blend mortal and immortal life in one.

—A. L. M., in *Frank Leslie's*.

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## Don't Wait.

If you've anything good to say of man  
Don't wait till he's laid at rest,  
For the eulogy spoken when hearts are broken  
Is an empty thing at best.  
Ah, the blighted flower now drooping lonely,  
Would perfume the mountain side,  
If the sun's glad ray had but shone today,  
And the pretty bud espied.

If you've any alms to give the poor,  
Don't wait till you hear the cry  
Of wan distress in this wilderness,  
Lest the one forsook may die.  
Oh, hearken to poverty's sad lament!  
Be swift her wants to allay;  
Don't spurn God's poor from your favored door,  
As you hope for mercy one day.

Don't wait for another to bear the burden  
Of sorrow's irksome load;  
Let your hand extend to a stricken friend,  
As he totters adown life's road.  
And if you've anything good to say of a man,  
Don't wait till he's laid to rest;  
For the eulogy spoken when hearts are broken  
Is an empty thing at best.

—*St. Paul Globe.*

## Deafness Cannot Be Cured

by local applications as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give one hundred dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

F. J. CHENEY & CO., Toledo, O.  
Sold by Druggists, 75c.

## If I Should Die To-Night.

If I should die to-night,  
And you should come to my cold corpse and say,  
Weeping and heartsick o'er my lifeless clay—  
If I should die to night,  
And you should come in deepest grief and woe,  
And say, "Here's that ten dollars that I owe,"  
I might arise in my great white cravat  
And say, "What's that?"

If I should die to-night,  
And you should come to my cold corpse and kneel,  
Clasping my bier to show the grief you feel—  
I say, if I should die to-night,  
And you should come to me there, and then  
Just even hint about paying that ten,  
I might arise the while,  
But I'd drop dead again.

—*Quincy Spice Box.*



### High Speed of Railroad Trains.

ONE of the most important things to be considered when we start a train is our ability to stop it. Mr. Westinghouse tells us that with a perfect brake acting upon all the wheels of an express train running at a speed of 90 miles an hour, at the end of 10 seconds after the application of the brake the train would still be moving at 60 miles an hour, and would have traveled 1,130 feet; and it would be brought to a stand in about 1,200 feet more, or 2,330 feet in all; while under the best actual conditions now existing, at the end of 16 seconds the train would be moving at 60 miles an hour and would have traveled about 1,800 feet. With this fact staring us in the face it seems a waste of time to talk of running at such speed on our present tracks and in connection with the ordinary passenger and freight traffic. Next in order and importance, after getting our locomotive to give us the speed, comes the brake to control it. Notwithstanding the wonders already achieved much remains to be done in this line; experiments have demonstrated that at 60 miles an hour the braking force should be double that usually employed; we must have that force and it must be applied to every wheel in the train, not excepting the locomotive trucks. One of our Boston roads has recently applied the truck brake to some of its locomotives with such good results that a large number have been ordered, the efficiency and value being demonstrated beyond question.

We must have an automatic device to regulate the brake-shoe pressure according to the speed so as to avoid "skidding" of the wheels and consequent loss of efficiency, and all parts of the brake must be strengthened to withstand the increased force to be applied. For emergency stops we must have a sand jet operated simultaneously with the air brake. Devices to accomplish this are brought out for attachment to the locomotive; they should be perfected and attached to the cars as well. Whenever a fast passenger train meets and safely passes a freight train running on the opposite track, and this happens many times a day on most roads, it narrowly escapes disaster. Many frightful accidents have happened from this cause, and their number will increase with the increase of passenger and freight traffic and the speed of trains, unless a remedy is applied; the remedy lies in one direction,

and in one only; we must prevent the mishap to the freight train.

To do this we must raise the standard of our freight equipment; quality rather than price must govern the selection of material for its construction; all old or weak cars must be discarded, and the freight car made to carry its load with as much safety as does the passenger coach. The old-fashioned door, which easily slips from its fastenings, and often followed by a part of the contents of the car, falls to the opposite track or against the side of a passing train, has performed its mission, and must go—the sooner the better.

Breaking apart of the train, that fruitful source of trouble, and perhaps directly and indirectly responsible for more accidents and delays than any other one cause, must and can be stopped or reduced to a minimum. This may seem a bold statement, and I am aware that the coupler problem has not yet reached a point to warrant it, but I have yet to learn any good reason, financial or otherwise, why, pending the solving of the problem, freight cars should not be equipped with safety chains. Their application is simple and comparatively inexpensive, and we firmly believe that if applied to all cars they would more than repay their cost the first year in the saving of accidents and delays. If any gentleman has ever tugged a draft chain through three feet of snow, from the caboose to the twentieth car of the train, he will agree with us.

Stringent regulations must be adopted and enforced to prevent overloading and improper loading of cars, and better means provided for the securing of such freight as must be carried on open cars; in fact, wherever passenger and freight traffic are both conducted over the same or adjacent tracks, equal care for their safety must be exercised.

### Relations of Employers and Employed.

THE *Railway World* says: A fair day's work for a fair day's wages, while an adage brim full of honesty, is a very meagre presentment of the true relation between the employer and the employed. It has the hard, strong sense of the Poor Richard school of reasoning, from which all kindliness of intercourse is necessarily excluded by a latent spirit of antagonism, lying dormant, yet ever ready to spring into activity at the slightest inciting cause. The fair day's work is to be rendered only in consideration of the fair day's wages, and there is no hint conveyed that gentler feeling or sympathetic helpfulness from either side is to be depended upon to lift the



hard bargain from its dreary conditions into that higher range of healthy, cheery development that can only result from the full recognition of a mutuality of interests.

It would be fairer to stigmatize the expression as conveying a total misconception, or perversion of the true conditions which should govern the relation. It is one of those half truths that are the worst of falsities. Such a bargain has none of that spirit of growth which is the very soul of a successful movement, and without which it is destitute of all the genial impulses that lead to improvement and result in persistence.

Social progress is nowhere more vividly demonstrated than by those transactions in which the mutual feeling of respect and sympathy are realized between the members of classes, that have often mistakenly considered that they held no ground of common interest. In this country, where it is but a mere matter of time when the employed becomes the employer, or when the mechanic, with his clever patent, rises to be master of the situation, the whole question should soon reach its happiest solution.

Instances exhibiting this mutual recognition of interests are increasing day by day throughout our community. That the health and hopefulness of the employees redounds as directly to the rate of progress and the relief from friction as the good condition of the machinery with which they work is being received distinctly as a business idea, with a clear bearing upon trade. Wagons of mercantile firms, loaded down with frolicsome children on the national holidays or during the warm, leisure days of summer, bear witness that employers, both bountiful and wise, have provided for jauntings for the families of their work-people, under full recognition of the fact that the kindness bestowed will be returned in that zeal of service which cannot be purchased with wages, and which is only repaid as the perfect equivalent of benefits conferred and sympathy expressed. The merchant who welcomes his clerks and their families to a festivity in his country house plants good seed that ripens to a harvest in their alacrity of helpfulness and their recognition of the broad and beneficial idea that attention to his interests must be attention to their own. Mills that provide excursions to the seashore for their hard-working hands are well repaid by finding that the invigorating breezes have wafted away many a cloud of discontent from weary brows and given fresh speed to many a loom.

This may be considered as a purely mercantile view of the subject, dealing only with

the strictly financial aspects of the relation. But it must be remembered, that fortunately the humanitarian and the business view are ultimately the same. The harshest disciplinarian learns to his cost that the willing hand does the best work, and that he cannot reverse that highest law which governs trade as well as everything else. Many centuries have passed since a man of wisdom taught that it was well where all were of one mind in a house, and succeeding ages have not been able to improve upon the lesson, or contradict its verity.

Since man must earn his bread by the sweat of his face, ameliorations for his hard lot become a matter of primary importance. Of first necessity is provision for days of sickness, and relief for his family in case of death. Co-operation for these objects has taken many shapes with beneficial results. Laboring people have, by clubbing their own small pittances of savings, found aid to their bodies, and much comfort to their anxious spirits, in securing themselves nursing and support in illness, and the assurance of burial expenses, with provision for their family needs. This may be considered the integer in the vast sum of benefits possibly accruing, when broader relations are instituted by increasing the scope of similar associations. Movements of this sort have been so markedly successful, that many industrial establishments and mercantile houses have appreciated the advantages and assisted in establishing such societies among their employees, showing a wise liberality when subscribing to their maintenance as one of the best methods for providing for the well-being of the industrial community.

A noteworthy case in point is the mutual relief association established by the Pennsylvania Railroad. With the broad sense of the justice of such a plan of benefits and a wise acceptance of the great fact that the welfare of each is the welfare of all, the railway company several years ago gave substantial pecuniary assistance to the establishment of this association for the relief of its operatives. The greatest care has been taken that the membership should be absolutely voluntary, and only open to such as felt desirous of becoming participants. Benefits are drawn in case of sickness, accident or death. The sums gathered and distributed have been very large, but apart from their mere sharing of money values, a spirit of helpfulness has been stimulated that has had the most grateful results in develop-

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ing between employer and employed a strong sense and realization of their harmony and interests.

The workings of such an association, commendable at all times, are especially praiseworthy in seasons of financial depression. Hard times press heavily on men whose industry and sobriety are beyond question. The company that has carried thousands of employees to the World's Fair, that has so generously aided the relief fund, and that is endeavoring to provide annuities for those worn out in its service, is doing what can be done to lighten the burdens of financial trouble. Pains have been taken to give at least partial employment to worthy men, and special consideration has been shown to heads of families. The advocates of profit sharing might well study the operations of a company that steadily keeps in view the welfare of its employees.

### Marvelous Time Recording Mechanism.

#### THE DUEBER-HAMPDEN WATCH.

THE luxuries of the past ages have become the necessities of the present generation; a natural outcome of the growth of education and intellectual development. Not many years since the possession of a watch was, in itself, a mark of social distinction; now it is an indispensable adjunct to every one, man, woman or youth, who values promptitude as an integer of success. This result has been mainly achieved by the continued and praiseworthy effort of those manufacturers, who by their enterprise, energy and concentration of skilled labor, have so economized and increased the production of watches as to bring them within the reach of every youthful and adult citizen throughout the land. As a triumph of mechanical skill, reliability, durability and cheapness, the watches produced by the Dueber-Hampden Company are among the wonders of the Nineteenth Century. In our resume of the great industries of Canton, special prominence attaches to the new Dueber-Hampden factories, which, together, constitute the most complete and magnificent plant in the world devoted to the production of watch cases and watch movements. These works are comprised in a continuous line of buildings 1400 feet in length, with buildings in the rear 415 feet in length. The central building of the Dueber works rises to a height of 142 feet; the turrets on the wings are 100 feet high; the stack 150 feet, and the clock tower 144 feet; the depth

from the main entrance to the stack is 281 feet. The Hampden works are almost equally imposing in their proportions, and both factories are remarkable for the beauty of their architecture, which is exceptional in factory buildings. (See cover of this journal.)

Canton owes this important addition to her industrial interests to the Dueber Watch Case Manufacturing Company, formerly located at Newport, Ky., opposite Cincinnati, as it was through the influence of this company that the Hampden Watch Company, of Springfield, Mass., was also induced to remove here. The interests of the two corporations are practically in common, John C. Dueber owning the controlling interest in the Hampden Company. The two companies employ 2,000 hands, making them one of the most important factors in promoting the growth and prosperity of Canton. The Dueber Watch Case Manufacturing Company turns out 2,000 watch cases per day, this great production being distributed to all large watch dealing centers in the country. The processes of watch case manufacture are interesting, but cannot be described in detail here, but the operations in the main may be summarized as follows:

In the first place the United States Mint bars are melted down into ingots, then rolled to their proper thickness, cut round, and given to the stamping department to be stamped, then turned on metal chucks, to give shape to be jointed; from the case makers they are given to the springers and finishers; followed to the engravers and engine turners; next to the polishers, and finally returned to the springers and polishers for the last fine touches. The Dueber Works turn out the largest variety of cases of any similar establishment in the world, consuming an immense amount of gold and silver per annum. The company has called to its aid some of the best talent of our times to create new and artistic designs, to be worked out by their skilled engravers, and many of their finest engraved cases are genuine works of art.

As regards the Hampden movements, it is hardly necessary to state that they epitomize the progress made in watch manufacture during the past generation. The new factory of the Hampden Company gives them greatly improved facilities over those they formerly enjoyed, and they now stand on a higher plane than ever before. Though the complicated numerous processes by which the perfect Hampden watch is produced are mysterious to nearly all who delight in their possession, the success and rapidly growing preference for them is easily accounted for. Ample means,

We present to you the best railway journal in the land for one dollar per year.



favorable location, perfect machinery, tools and appliances, the most expert and scientific workmen, and the most studious and constant care in putting together and preparing the watch for the market, all of which has resulted in a closer and more accurate adjustment of time recording qualities than has hitherto been known, are the secrets of the success of the Hampden watch.

Since Mr. John C. Dueber has become the principal owner of the Hampden Company, these watches are known as the Dueber-Hampden Watches, and with increased facilities and unlimited capital at the disposal of the two companies, they will doubtless find a wider acceptance than ever before.

The watch which it is the special ambition of every railway man to secure, and which every one who can afford it has, is the Dueber-Hampden Movement called "Special Railway." This is one of the finest watch movements in the world, accurately adjusted to temperature, isochronism and position, specially made for train service, where absolute accuracy is demanded under hard conditions.

What blessing will the new year bring to us? THE STATION AGENT full of the best railway articles and all for one dollar a year.

### The Formation of Coal.

NATURE is still making coal, though, unfortunately, not at a rate anything like fast enough to make up for the consumption of this product. The processes may be watched from beginning to end. For this purpose one must first go to a peat bed, which is simply an accumulation of the remains of plants that grew and decayed on the spot where they are now found. When the upper layer of this material is removed one finds peat with 52 to 66 per cent. of carbon, and the deeper one goes the better in quality it gets. It may be cut out in blocks with sharp spades, the water may be pressed from the blocks, and they may be stacked up, covered and dried and used for fuel. There is a certain kind of moss, called "sphagnum," which in large part makes up the peat-producing vegetation. Its roots die annually, but from the living top new roots are sent out each year. The workmen who dig peat understand that if this surface is destroyed the growth of the bed must stop; so commonly they remove the sod carefully, replacing it after they have taken out a stratum of peat. There is little doubt that if these beds of peat could lie undisturbed and covered over

through many ages they would take on all the characteristics of mineral coal.

The substance of coal has been so compressed that the forms of plants composing it cannot usually be seen. But when a piece of it is made so thin that it will transmit light, and is then subjected to a powerful microscope, its vegetable structure may readily be distinguished. Immediately under every separate seam of coal there is a stratum of what is known as fire clay. This stratum is always present, and contains in great abundance the fossil impressions of roots and stems and twigs, showing that it was once the soil from which vegetation grew luxuriantly. It is common, also, to find fossil tree stems lying mashed flat between the layers of black slate which form the roofs of coal mines, as well as the impression of the leaves, nuts and seeds which fell from these trees while they were living. In some beds of cannel coal whole trees have been found with roots, branches, leaves and seeds complete, and all converted into the same quality of coal as that by which they were surrounded.

Geologists are of the opinion that bituminous and anthracite coals were formed during the same period and under like conditions. Originally they were all bituminous, but during the violent contortions and upheavals of the earth's crust at the close of the carboniferous age the bituminous coals involved in that disturbance were changed by heat and pressure and the consequent expulsion of volatile matter from bituminous to anthracite. Cannel coal is a variety of bituminous coal which burns with great freedom, the flame of it affording considerable light. It was called "candle coal" by the English people who first used it, as it often served as a substitute for candles. The name became corrupted to "cannel" and has so remained. It is more compact than ordinary bituminous coal and it can be wrought in a lathe and polished. A certain variety of it, found in Yorkshire, England, is manufactured into a kind of jewelry known as "jet."

### Use of Aluminum.

THE price of aluminum, which a year or so ago declined to 50 cents a pound, but subsequently rose to 75 cents a pound, at which it now stands, is about to decline again to lower figures than ever before reached. The day is not far distant when this interesting and, for many purposes, valuable metal will be produced in what would now appear enormous quantities and at prices which will give



it many new uses. The Aluminum-Industrie-Actien-Gesellschaft, of Neuhausen, in Switzerland, informs us that the increase of its dynamo capacity to 4,000 horse power, and some improvements in the processes employed, have enabled it to increase largely the production of aluminum, and that the price from January next will be five francs per kilogram, or 45 cents per pound. It must be remembered that owing to the low specific gravity of aluminum, if equal bulks, not weights, of the different metals are taken, this price is really lower than that of copper as recently as 1890, and is actually less than that of tin at the present time. Such a reduction in price is likely to be followed by a very considerable increase in the use of the metal for various purposes.—*Engineering and Mining Journal.*

### The Origin of Petroleum.

WILLIAM Anderson, D. C. L., F. R. S., in a lecture recently delivered at the Institution of Civil Engineers, London, concerning the origin of petroleum, said the Mendeleef's theory is that petroleum is the product of the action of water on the carbides of metals at high temperatures at no very great relative depths in the crust of the earth, and this production is continually in progress, and that deposits thus actually forming may be reached in many places by sufficiently deep borings. It is somewhat humiliating when thus drawing attention to the recent rapid advance of science, and to the manner in which the engineer has adopted the discoveries of the abstract investigator to the use and convenience of man, to be obliged to confess how utterly insignificant are human operations with reference to the size of our planet. The deepest mine is a mere scratch on its surface, so that the though the theory of Mendeleef may be true, the question arises whether there be any hope that the wealth inferred to exist may ever be realized, whether the powers of the engineer will ever be so exalted as to enable him to reach those stores of combustibles which that theory supposes must exist in many localities, especially in those where the surface has been shaken by primeval convulsions, and where the deposits may therefore, be expected to lie at relatively short distances below the surface. In view of recent progress in mechanical skill, it certainly would be rash to say that borings of immensely greater depth than any that we are as yet acquainted with will never be made, for if accumulated evidence as to the correctness of Mendeleef's views, together with the ever increasing cost of fuel, shall hold out hopes of success, enterprising men will be found ready to embark their means in undertakings, the risks of which would not seem to be more formidable than those which surrounded the laying of the first Atlantic telegraph cable, and the rewards of success in which would be incomparably greater.

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### Was No Fool.

ON board a Baltimore train pulling into Parkersburg was a man whose demeanor conveyed the impression that he was matter-of-fact all the way through. No foolishness—no trifling with or in the every day affairs of this busy old life.

"Mr. Conductor, what time do we get into Parkersburg?"

"Ten-twenty," replied the official politely.

"Yes. Well, what time can I get a train on west?"

"Nine-twenty."

"To-morrow?"

"To-night."

"Conductor, don't take me for a fool because my beard grows the wrong way and my clothes suggest whip-poor-wills and penny-royal. I'm serious."

"So am I, good friend. You can make it all right."

"W-a-l-l now how?"

"Just keep your seat."

"And leave town an hour afore I get into it?"

"That the idea my good friend—"

"Look h'yer. You may be a good conductor, an' know all the stations, an' the spotters, an' know how to knock down forty per cent. o' the receipts, but when you claim to have a reversin' lever on the sun, you're off decidedly off."

"But the time changes an hour at the river."

"Then at this rate, if I go to San Francisco, I'll get there some time last week. I guess I'll get off and wait till I catch up with myself."

He—"I see that old Mr. Bentley was buried yesterday."

Wife (shocked)—"Why is old Mr. Bentley dead?"

He (who had just been "sat upon")—"The paper doesn't say whether he is dead or not; simply that he was buried yesterday."



**LIMBS** Artificial.

Crutches, &c. Best Leg, \$50

Wood or Rubber Foot

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**RUPTURE,**

Cause, treatment and CURE.

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**RUBBER STAMPS, 5c each**

Wm. A. Bell, Mfr. Bolivar, Mo.



### Disagreeable Antecedents.

First Tramp—"Don't go to that house, Bill. I wouldn't associate with them folks."

Second Tramp — "Wot's der matter—  
dawgs?"

First Tramp—"Naw, but the man what lives there made a fortune in soap."



# I CURE

# I CURE

All obscure delicate, difficult, and chronic diseases of men and women at their homes. Twenty-five years experience with safe and certain remedies. No failures. If you have Heart, Lung, Liver, Kidney, Bladder Complaints, Nervous Debility, Failing Vigor, Blood Disorders, Female Diseases, however caused, write at once and I will cure you. Painless Childbirth. Sealed information free.

**DR. J. H. DYE, Buffalo, N. Y.**

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To print ENVELOPES, BUSINESS HEADINGS, YOUR NAME and ADDRESS on all kinds of Advertising Matter, LABELS, PRICE TICKETS, stamp WOODENWARE etc. In fact you often want a Rubber Stamp FOR IMMEDIATE USE. WE WILL SEND

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**WE GIVE** a four-line type holder, Self-Inking Pad  
Tweezers for holding type and a Dater  
complete.

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➔ RETURN IN 10 DAYS TO ➔ FOR SALE BY

WM. H. DIETZ, 117 Dearborn Street, Chicago.

**Kalamazoo R.R. Velocipede & Car Co**  
**KALAMAZOO, MICH.**





# THE STATION AGENT.

... SUBSCRIPTION REDUCED ...

—TO—

## ONE DOLLAR

From January, 1894.

New subscriptions received previous to January will entitle subscribers to November and December issues. . . . .

**FREE.**

**WE OFFER.**—For forty (40) new subscribers sent us by any one person previous to April, 1894, we will furnish a Hall Typewriter (improved), in an elegant black walnut traveling case. The selling price of these Typewriters is \$30.00.

For fifteen (15) new subscribers sent us by any one person, previous to July, 1894, we will furnish a Crown Fountain Pen. These are gold pens and rubber holders, the selling price is \$4.00. Or, in case of failure to secure the full number of subscribers we will allow ten per cent. commission on number secured.

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\$85.00 Caligraphs for \$20.00  
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Others in proportion.  
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folly, overwork, early  
errors, ill health, re-  
gain your vigor! Don't  
despair, even if in the  
last stages. Don't be  
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have robbed you. Let us

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The Strongest Invigorant Known.  
Because they combine the three most powerful NERVE FORCES.  
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**TONE LIKE A HARP.**  
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 HAD FLED....**

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 EFFECTED BY THE

**DR. G. F. WEBB  
 ELECTRO-MEDICAL  
 APPLIANCE.**

**A Remarkable Cure After Thirty Years  
 Suffering.**

DENMARK, O., Jan. 15, 1892.

Some thirty years ago I was thrown from a horse, my feet being caught in the stirrups and I fell upon the pommel of the saddle, receiving an injury which nearly cost my life. For years I suffered without permanent relief. My physicians could do nothing to restore the life to my generative system. All life or activity seemed gone, yet I was in pain most of the time and at times life was a burden.

In the fall of 1891, having heard so much of Dr. Webb's Improved Electric Body Batteries with special Appliances, I purchased one of him, and I am happy to say it has done what medicines failed to do, and I am myself again, cured after thirty years of suffering. I can say to anyone suffering from vital injury like mine, you can rely upon Dr. G. F. Webb's Electric Belts doing all or more than he recommends for them.

No money could repay me for the benefit it has been to me. Two years ago I had the grip from which I contracted rheumatism, and at times could not dress myself. Dr. Webb's Electric Belt has entirely cured me of this and it is a common thing for my neighbors to say, "How well Dick is looking. What has caused it?"

**RICHARD S. CHAPIN.**

Send 10 cents for 100 page illustrated book.

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**DR. G. F. WEBB,**  
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Fire Escapes, Stable Fixtures,  
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Railings, Sidewalk Grates and Lights, Architectural Iron Work, Brass Railings, Truss Rods, etc.



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## The Forest City Wire & Iron Company,

Ramsey St. and L. S. & M. S. R'y, Cleveland, O.

### ARCADE SHOE CO.,

C. C. FERGUSON,  
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For \$1.65 post-  
paid, Ladies' Gen-  
uine Dongola Pat.  
Tip, Opera and  
Common Sense.

ALL SIZES.  
Worth \$2.50.

Gent's Genuine Calf  
Solid Leather, (New Lace  
and Congress combined)  
New Square Toe sent  
postpaid for \$2.50, also  
New Bulcher Cut Lace  
Shoe Solid, Calf, all sizes,  
for \$2.50 postpaid, worth  
\$3.50.



500 Pairs sent last month by mail.

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ROSSIE RED, BROWN and PURPLE, DRY, GROUND IN OIL and  
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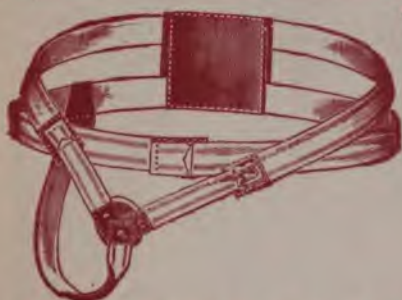
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Graphite is recommended particularly for covering iron and steel roofing and siding,  
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tory covered, simply following the nature of the commodities. In class tariffs, file so far as possible by territories. Thus, in one file I have St. Louis, Chicago, St. Paul, Kansas City, St. Joseph and Omaha, Sedalia, Carthage, jobbers and local distance tariffs. Another contains Memphis, Tenn., Arkansas and Louisiana, another Colorado and Utah common points and Pacific coast terminals, and one for Texas and Mexico. From local distance tariffs make up a sheet showing first four classes to local points, prefixing each station with its distance, the prefix to be used for other class and commodity rates. Special commodity tariffs, denominated "I. S. Tariffs" on the Mo. Pacific, can be easily handled by making up a sheet showing commodity, station to or from, rate and authority number for rates affecting your station.

The proper time to file tariffs and amendments is today. For file covers I use old book backs of any size larger than tariffs. If this plan of filing proves useful to any one I shall be amply repaid for outlining it, and if any one has a better plan I should be pleased to see it in *The Missouri Railway Agent*.

E. N. SIMONS.

#### The Burlington is Sustained.

A DECISION was promulgated Jan. 10, by the chairman of the Western Passenger Association which fully sustains the position of the Burlington Road in regard to its contracts with the tourist agencies of Cook & Sons and Gage & Sons. It has been contended by the other roads that the Burlington was guilty of an infraction of the agreement in allowing these tourist agencies to sell its tickets at points within association territory. The chairman finds that at the reorganization of the association last June these contracts were filed with the chairman by the Burlington and were specifically exempted from the terms of the agreement. Efforts have since been made to get the Burlington to cancel these contracts, but they have been unavailing. The Burlington is willing to meet the other lines in a discussion of all the questions relating to the business, but is not willing to cancel the agreement prior to a general adjustment of all these questions. The decision justifies the Burlington in its position, but authorizes all other lines to meet its action.

Agnes—Well, I want a husband who is easily pleased.

Maud—Don't worry, dear. That's the kind you'll get.—*Elmira Gazette*.

DEAR STATION AGENT: We in Ontario belonging to the Agents' Association are much pleased to receive once a month our STATION AGENT, brim full of interesting railway news, and so well written as the articles all are, but we are surprised to find so little Canadian news, scarcely a word about your brothers in arms north of Lake Erie and Ontario. Probably it is our own fault in not sending you some items now and again. Railway matters in the Dominion are not particularly booming just now, the traffic is not to say dull, still dividends are not burdensome to European stockholders, if reports are correct, and the fault is assigned to "cut rates and competition." For the life of us, on the spot, we can't see where it comes in. The great cause, we think, is too many big salaried officers, and each has a dozen or more clerks to do their work, and when any curtailing is done it is on the already underpaid \$500 or \$600 man, if not off the poor track man. There is a great many changes in the personnel of the railway station staff in all our Ontario roads, agents moved about as on a checker board like a block of wood, his interests in no way considered, nor even that of the patrons of the roads. Some wire puller wants a position and it may cause half a dozen moves; one first class agent on one of our Ontario roads had to vacate his office because he could not supply cars and because he found that some shippers shipped merchandise 3,000 pounds per car under weight. The agent, for his care and watchfulness in the company's interests, was removed, and offered a small, one-horse station, and on his refusal, the company gave him a very important clerkship only, at reduced pay, and had the gall to offer it to him permanently, which he refused, and they kept him waiting for years under promise of reinstatement. Getting weary at the delay and nothing offering (no suitable opening occurring) the man resigned the service.

Well he might after such treatment. This is a sample how good, active and faithful men are treated on this side of the line.

But I do not think our Canadian roads all act so. Good men should be sustained, or it will demoralize the profession. No honest man will shut his eyes to a fraud on his employers, even if he does only get ill will from the shipper, and no thanks from the company. Late years it seems that in railway life the only man wanted is the polished, come easy, go-easy one who can go up to the bar and have his social eye closing glass, and let the railway company he serves find out for themselves the fraud or let it go undetected; the company is





# The Station Agent

A  
MONTHLY MAGAZINE  
devoted to the Interests of  
TICKET AND FREIGHT AGENTS  
AND THE  
TRAFFIC DEPARTMENTS  
OF THE  
RAILWAY SERVICE

VOL. X.

JANUARY, 1894.

NO. 5.



### Roundabouts.

The most successful railroad official is the one who first gains the respect of his employees.

The railroad agent who refuses to be a slave to the public, had better hand in his resignation.

Why are railroad ties commonly called "sleepers?" Is it because "tired" wheels are on them so much?

You can't make an expert bookkeeper of a man until he knows the distinction between "debit" and "credit."

Cheap labor on railroads is a good deal like some of the goods on a bargain counter—cheap in price, but it comes out in the wear, and is a poor bargain in the end.

The man who sits up nights to growl and grumble at his lot, is the man who does the least labor in the daytime.

The man who dreads the most to see the traveling auditor appear, is the one whom the traveling auditor needs most to visit.

The public asks many foolish questions, but it is a foolish agent who lets a foolish public know that he thinks them foolish.

The agent who grumbles most at "red tape" on railroads, is the man whose office has the daily appearance of a gigantic waste basket.

ROUND.

### Cured of Asthma.

EDINBURG, PORTAGE CO., O., Dec. 22, 1891.

DR. G. F. WEBB: The Electric Body Battery and Appliance I obtained from you through my uncle, Mr. S. H. French, some months ago has proved in every way to be as you represented it to me. I had been suffering with Asthma for ten years and many and many a night sat in my chair, unable to lie in bed. My aunt died from the effects of Asthma, and all efforts had proved unavailing to cure me.

I can now say, that after using your Electric appliances as you have directed that I am apparently cured. I have gained twenty-two pounds in flesh and can go to bed and sleep anywhere. You can judge what a relief this is and I only wish every sufferer with Asthma might know that you can cure them, as you have me, in six months. I am glad to give you this true statement, as can be verified by my relatives and friends.

Most gratefully,  
WALTER BARCLEY.

### The "Boss" Coupon Ticket.

WE are in receipt of a new "Composite" ticket, the invention of Mr. F. M. Shattuc, which has many points of excellence.

First it simplifies stock records at general offices and in the agents case, as one form

covers seventy-three printed destinations while a blank line is left to insert, with pen, any destination not printed; and reducing the number of forms reduces the expense of printing. The head of the ticket is the usual form with limited contract and conditions, with lines for signature and extra destination. The coupons are the usual form between terminal stations with two rows of numbers in each similar to this "destination" coupon.

FORM 86 86 87 88	<b>AIR LINE R. R.</b>  Good for One Passage On conditions named on Contract. Void if detached.
2nd Fig of No. 0 1 2 3 4 5 6 7 8 9 LIMITED 1st Fig. of No. 0 1 2 3 4 5 6 7 8 9 1st	
MISSOURI PACIFIC RAILWAY. <b>ST. LOUIS</b> To point bearing corresponding number to number indicated between single punch marks on opposite side. Al-Silb&T-MP	

### DESTINATION COUPON.

On the back of each coupon is a list of destination points each having a number and across the center two rows of figures the counterpart of the figures across the center of the face of coupons so that the same figures are punched front and back. The numbers between punch marks designate the numbered destination. Thus on this sample the destination is 24 or Colony, Kansas.

1 Alton, Kan. . . . .		38 Hermann, Mo. . . . .
2 Altoona, Kan. . . . .		39 Hiawatha, Kan. . . . .
3 Atchison, Kan. . . . .		40 Higginsville, Mo. . . . .
4 Auburn, Neb. . . . .		41 Holden, Mo. . . . .
5 Aurora, Spr, Mo. . . . .		42 Independence, Mo. . . . .
6 Beloit, Kan. . . . .		43 Independence, Kan. . . . .
7 Blue Mound, Kan. . . . .		44 Jasper, Mo. . . . .
8 Blue Rapids, Kan. . . . .		45 Jefferson City, Mo. . . . .
9 Boonville, Mo. . . . .		46 Jewell City, Kan. . . . .
10 Brownsville, Mo. . . . .		47 Joplin, Mo. . . . .
11 Buffalo, Kan. . . . .	9 9	48 Kansas City, Mo. . . . .
12 Burr Oak, Kan. . . . .	8 8	49 Kincaid, Kan. . . . .
13 Butler, Mo. . . . .		50 Kirwin, Kan. . . . .
14 California, Mo. . . . .	7 7	51 Lamar, Mo. . . . .
15 Carthage, Mo. . . . .		52 Larrimore, Kan. . . . .
16 Cawker, Kan. . . . .	6 6	53 Leavenworth, Kan. . . . .
17 Centralia, Kan. . . . .		54 Lenora, Kan. . . . .
18 Chetopa, Kan. . . . .	5 5	55 Leroy, Kan. . . . .
19 Cherokee, Kan. . . . .		56 Lexington, Mo. . . . .
20 Chich, Kan. . . . .	4 4	
21 Clifton, Kan. . . . .		57 Lincoln, Mo. . . . .
22 Clyde, Kan. . . . .	3 3	58 Logan, Kan. . . . .
23 Coffeyville, Kan. . . . .		59 Louisville, Neb. . . . .
24 Colony, Kan. . . . .	2 2	60 Lyons, Kan. . . . .
25 Concordia, Kan. . . . .		61 Mankato, Kan. . . . .
26 Corning, Kan. . . . .	1 1	62 Minden, Mo. . . . .
27 Dunbar, Neb. . . . .		63 Moody, Kan. . . . .
28 Effingham, Kan. . . . .	0 0	64 Mound City, Kan. . . . .
29 Falls City, Neb. . . . .		65 Neodesha, Kan. . . . .
30 Foster, Mo. . . . .	2d 1st	66 Nevada, Mo. . . . .
31 Frankfort, Kan. . . . .		67 Omaha, Neb. . . . .
32 Fredonia, Kan. . . . .	Fig. Fig	68 Osborne, Kan. . . . .
33 Garnett, Kan. . . . .		69 Oxford, Kan. . . . .
34 Gaylord, Kan. . . . .	of of	70 Pacific, Mo. . . . .
35 Greenleaf, Kan. . . . .		71 Pedro, Mo. . . . .
36 Guilford, Kan. . . . .	No. No.	72 Peru, Kan. . . . .
37 Harrisonville, Mo. . . . .		

[The two diagrams should be of the same size.]

There is much merit in this ticket and it certainly is not so complex, granting that it



takes some time and care and skill in folding and punching, but that it can be as quickly handled as those tickets which require numerous forms to cover one railway, and consumes time in finding the one having thereon the desired destination.

Dead stock in every office is a needless waste of money, space, and record when something better is devised. M. G. C.

### Capital and Labor.

WE give below some extracts, with proper credit, of journalistic expression of opinion relative to the attitude of employer and employee. THE STATION AGENT has expressed itself touching the combativeness of these warring factions, and it seems to us nothing so emphasizes the error of this modern warfare of strike, boycott, lockout and force which seems the fundamental principle of organized capital and organized labor, as these published opinions and comments.

That organized capital is absolutely necessary to accomplish enterprises of magnitude to benefit the public and reap any returns therefor, is an established and accepted fact. In the face of the stern opposition it must assume the aggressive however much the personal desires of its managers are to be generous, magnanimous and humane toward their co-laborers or employees.

Conditions cannot be readily or instantly changed. Organized labor meets these conditions on the other hand with like opposition, and attempts to force conclusions by opposing strength against strength. Organized labor, like organized capital, is a blessing to humanity in adding power and dignity to the individual, inspiring him to better means and measures and broader education.

Through these organizations of capital and labor the great solution is fast approaching, in placing in the hands of a few the generalship of these great forces on well defined rules of equity—the common sense of most.

The laboring or employee classes, composed of such diversified elements, must reach a point approximating uniformity of sentiment at least on fundamental principles, a point they are nearing in the present day. They must have leaders on whose judgment they can rely, and they must support their organization and its principles.

But both elements, capital and labor, will accomplish without loss of capital or manhood, greater benefits and results in hours through arbitration than through weeks, months and years of warfare.

That it takes strength of numbers to accomplish and consummate even a desire to arbitrate cannot be denied. It takes better discipline in such an army. It is, that to the well drilled and disciplined soldiers must be added education, not only in the principles sought to be established, but the maneuvers in the field. Every individual in these armies has a voice in its management, and thereby adds to or retards its forward movement.

Use force if you will and must; every battle brings you nearer to that point of understanding of their terrible waste of capital and energy, and to that time when conviction will enter your reasoning faculties that there are better ways of settling disputes. A time will come, is coming fast, when aggressiveness will give way to conciliation, when reason will supplant warfare.

#### From *The Railway Review*:

So long as labor organizations conceive it for their interests to occupy an attitude of hostility toward employers, so long will they be properly subject to the adverse criticism of all right thinking men. The *Railroad Telegrapher*, assuming to speak for the order which it represents, recently said:

"If you wish to assist the railroad corporations and the capitalists, do all you can against the organized classes of railroad employees. If not brazen enough to come out openly, do so in a secret manner, remembering that 'he that is not with me is against me.' Capitalists enjoy hearing of members reviling their chosen officers, as instead of hurting the officers it weakens organized labor."

Organized labor has its place, but that place is not in fomenting opposition between the employer and employed. Such organizations may be made of inestimable value to working men when projected upon educational or benevolent lines, but they can be, as they often are, made to work a severe injury to the laboring man because of the false statements of those who as leaders, either assumed or appointed, find their power and profit augmented by fostering such opposition. The hard school of experience is, however, coming to the rescue of the rank and file of such organizations, and this, together with a growing intelligence, will eventually relegate into obscurity the men who through misrepresentation and assurance have been temporarily lifted therefrom.

#### From *The Railway Times*:

The *Railway Age* makes a labored effort to discourage strikes. Listen to the wail of the corporation organ:



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VOL. X.

JANUARY, 1894.

No. 5.

## INTER STATE COMMERCE COMMISSION.

### SYNOPSIS OF SEVENTH ANNUAL REPORT.

ATTENTION is called to the peculiar office of common carriers and the dependence of every occupation upon their facilities; the right of every person to receive just and equal treatment in all that pertains to public transportation, and the paramount purpose of regulating enactments to secure to the people the actual enjoyment of this right. There must be a common and public rate, *prima facie* just and reasonable, which measures the lawful charge of the carrier. Two classes of questions are involved in the consideration of a rate: one relates to the methods by which the justice and reasonableness of a rate is determined; the other to the measures by which observance of that rate is to be secured. Departure from the established tariff includes the offenses of rate cutting, rebates, under-billing, false weighing, false classification, and endless other devices by which unjust discrimination is effected. The only effective mode of dealing with discriminations arising through departure from the public rate is to place them in the category of criminal misdemeanors. Any redress by means of civil action for damages is manifestly inadequate. If such offenses escape detection and punishment, it is not because of defects and weakness in the criminal machinery for that purpose, but because those charged with the administration of criminal law are unable to enforce it against this class of offenders. In cases arising under the act to regulate commerce the guilt does not consist in determining what constitutes a criminal act, but in uncovering the guilty transaction and bringing to justice those who engaged in it. That the public tariff charges are frequently departed from in particular localities, and that rebates are paid and other prohibitions of the statute disregarded, is believed by many to be true. The legal truth of these violations may not be obtainable, yet the fact of their occurrence is a

moral certainty. To attempt the extermination of illegal preferences by executing penal provisions of the act, to ferret out the vast number of condemned transactions, to discover the parties who participate in them and secure legal evidence of their guilt and prosecute them to conviction and punishment is, of course, a difficult undertaking. In view of these facts it may be suitable for Congress to consider whether legislation should not seek to lessen the evils of secret discriminations by endeavoring to remove their cause.

With reference to the methods of correcting wrongdoing which results from making and adhering to unjust rates, the Commission says the importance of this subject can hardly be exaggerated. It involves the investigation of existing tariff rates and authority for their alteration when found excessive or unequal. These tariffs, or standards of compensation, are devised by the railroads themselves and represent their notions of proper remuneration, save as they have been corrected to some extent through the agency of this Commission. The great body of producers and consumers who are so vitally affected by the cost of transportation, and completely dependent upon this unnecessary service, have no voice in fixing the scale of charges, and little power to prevent exactions or inequality, except as they may demand the intervention of Federal authority. There is a growing conviction of national duty in this regard, and the notion that the strong arm of Government should hold the balance of power between the carriers and the people has taken a firm hold upon public opinion. To investigate these tariffs, require their correction when ascertained to be unfair or oppressive, and determine what are just and reasonable rates for public carriage is a governmental function of the highest utility. Transportation is a constant and universal necessity, and the state is bound to



see that the terms upon which it is furnished are not burdensome or unequal.

Many railway managers, unable to set aside the training received in railway service prior to the passage of the act to regulate commerce, view obedience to that statute from the standpoint of a private corporation rather than that of the public agency. In some judicial proceedings, also, the design of the act to prevent, as well as cure, transportation wrongs, and that its provisions should be construed liberally in favor of the reforms it was intended to effect, have not been fully recognized. But resistance to regulation is diminishing, and the trend of judicial decisions is toward holding interstate rail-carriers to more rigid performance of their public functions.

The law was intended to bring about substantially reasonable charges, reduce pernicious favoritism to a minimum, and make carriers bear in mind the statutory admonition to refrain from giving undue preference in rates or facilities to persons and places. Although all expectations have not been fully realized, the operation and administration of the statute have brought about reforms in transportation which, compared with the evils that existed prior to the law, amount to commercial emancipation.

Extortionate charges are seldom the subject of complaint, and an immense amount of injustice, caused by improperly adjusted rates and by preference in facilities, has been corrected by the Commission. The effect of a ruling of the Commission, directing revision of rates, is shown not to be confined to relieving grievances of particular persons; it extends to all who use these rates, and frequently affects rates on other lines. The act provided what the common law did not afford—a procedure by which to test the relation of rates charged to different persons and at different localities. The fear of greater discriminations or exactions no longer deters persons from complaining of carriers' illegal acts. A carrier has not now the power to punish shippers for protesting against its wrong doing.

The policy of the Commission has been to make proceedings before it as simple as possible, keeping in view the necessity of basing any authoritative action upon due process of law. There is comparatively little and often no expense to complainants in proceedings before the Commission. The Commission may be directly communicated with by any shipper or passenger feeling himself aggrieved. The homely phrases of the farmer and the concise sentences of the busy manufacturer are found in the correspondence of the Commission as

often as the carefully chosen words of the legal adviser. These informal complaints form a great and important part of the Commission's work. The different methods of regulation under the law are described. Through the administration of the regulating statute carriers and the people are coming to understand and concede their respective rights and needs. A statement of these concessions is given.

The operation and administration of the law has been successful. Boards of trade and commercial associations have, individually and through their national organization, passed resolutions recommending amendments of the act with a view to increasing its usefulness, and managers of the most important railways have also declared their belief in the utility of the law's provisions and their confidence in the body charged with its administration. This is sufficient in itself to refute all the adverse criticism, often easily traceable to interested motives, to which the statute has been subjected. Defects in the law relate mostly to details, and any proposition for radical amendment of its principles should be subjected to the severest tests. While, on account of differences in mileage, extent of country, trade conditions, and the regulating statutes themselves, little benefit is to be derived from comparison of regulation in this and foreign countries, it is noted that the features of the English plan, providing for ordering through rates and giving force to the findings of the regulating body, are effectual and absent from our law. On the other hand, excessive rates are now the subject of a preliminary investigation in England, and it is charged that a proceeding under the English act is too expensive. We are not troubled with these questions. Our principal difficulty is with improper adjustments of rates, and the remedy for this lies chiefly in enlarging the Commission's administrative authority and in perfecting the machinery for enforcement of regulating orders.

Some illustrative cases disposed of during the year are described. These refer to reasonable rates; discrimination in delivering facilities between consignees of cotton, charges in excess of tariff rates, and carriers' lien upon freight; discrimination in rates on emigrants' movables or household goods, and bill of lading charges below tariff rates; discrimination in excursion rates to political conventions; relative rates on shingles manufactured in Maine and Canada; classification of eggs, cereal products and flour, and celery; carload and mixed carload rates; discriminating rates on finished and unfinished furniture; relative rates on wheat to competing milling towns;



long and short haul charges in the South, and applications for relief from the operation of that clause during the continuance of the World's Fair.

A few of these complaints taken at random from the files of the Commission are described, and the results of investigation by correspondence stated for the purpose of showing the value to the public of this simple method of preliminary inquiry. Men ordinarily hesitate to institute legal proceedings. Therefore, many grievances resulting from illegal acts of carriers would not be complained of, much less redressed, if the Commission insisted upon limiting its investigations to those arising upon formal complaints. These communications, varying in importance from material injury to business interests down to a trivial overcharge, are daily received.

These have been held during the year at Washington, Cincinnati, Atlanta, Macon, Charleston, New Orleans, Birmingham, and Tuscaloosa, Ala., Columbia, Tenn., Columbus, Miss., Detroit, Chicago, Sioux Falls and Omaha.

Under this head cases pending in the courts to enforce orders of the Commission are mentioned as follows: One against the Lehigh Valley Railroad Company, relating to coal rates, in the eastern district of Pennsylvania. Another coal case originating at Nashville and against the Louisville & Nashville Railroad Company, in the middle district of Tennessee. The Import Rate case, on appeal to the Supreme Court of the United States, from a decision against the Texas & Pacific Railway rendered by the Circuit Court of Appeals for the second judicial circuit. The Grand Rapids Free Cartage Case against the Detroit, Grand Haven & Milwaukee Railway Company, decided in favor of the Commission in the western district of Michigan, in which motion for a rehearing has been filed. One case against the Cincinnati, New Orleans & Texas Pacific Railway Company and others, a long and short haul proceeding, now on appeal in the Court of Appeals, fifth judicial circuit, from a decision adverse to the Commission. Another long and short haul case in the Court of Appeals, ninth circuit, against the Atchison system, on appeal from a decision in favor of the roads. Other long and short haul cases in courts are one against the Louisville & Nashville, in the southern district of Ohio, involving rates on beer; three in the northern and two in the southern district of Georgia, brought to enforce orders issued in cases brought before this Commission by the Georgia Railroad Commission; one in the eastern district of Tennessee against the East Tennessee, Vir-

ginia & Georgia, and others, based on a case before the Commission on complaint of the Chattanooga Board of Trade.

There is also a case pending in the district of Minnesota against the Chicago, Milwaukee & St. Paul Railway, and others, relating to rates on wheat which discriminate against Minneapolis in favor of Duluth. The case decided by the Circuit Court, northern district of Florida, in favor of the Florida Fruit Exchange, whereby the Commission's order prescribing maximum reasonable rates on oranges was sustained, is pending on appeal in the Court of Appeals, fifth circuit. Other proceedings mentioned are the Delaware State Grange case, decided in favor of the roads by the Circuit Court for the eastern district of Virginia; the case against the Northern Pacific and Union Pacific in the district of Minnesota, involving sugar rates from the Pacific Coast for longer and shorter distances; the appeal to the Supreme Court in the case of Messrs. Brimson and Orr, who refused to testify before the Commission and were upheld by the Circuit Court, northern district of Illinois; the mandamus case brought by the Commission in the southern district of New York to compel the Mallory Steamship Company to file and publish tariffs on through business to interior points.

Criminal proceedings are now pending in the eastern and western district of Missouri, the northern district of Illinois, district of Kansas, the district of Nebraska, the district of Indiana and the district of Washington.

The enactment of this provision was deemed a public necessity. It is nothing more than an extension to places of the rule forbidding unjust discrimination between persons. These long and short haul and unjust discrimination sections apply directly to particular transportation services, and are essential to successful regulation. They prevent a large number of abuses which would exist with impunity until separately condemned in actions brought under general provisions of the statute, like the first and third sections. The operation of the long and short haul provision is stated to have been satisfactory under the construction put upon it by the Commission and accepted generally by the carriers. But the effect of a decision of the Court of Appeals in an Iowa case, wherein the word "line" in the statute was given a wholly different meaning from that which the Commission had held was the proper construction, has been startling. This court decision has been followed and expanded by other courts. These decisions hold in effect that one railroad is a line, and that the



same and another railroad is a different line, and that three railroads are still another line, and so on; and that rates on one line are not to be compared with rates on another. The Commission holds that the word "line" means a physical line—the track of one or more railroads—and that a line may be extended over other roads by simply connecting the tracks.

The court construction says that the lines are separate and independent, while the Commission contends that the shorter line is a part of the longer line. In the first case the fourth section rarely applies; under the Commission's ruling it always applies. The interests of nearly every place where connecting roads join, and of every local station, are vitally concerned, and the need for prompt remedial legislation is urgent.

The Commission states that there is no showing upon which any railway insolvency can justly be attributed to the operation of the law. The amount of stock paying no dividend has considerably decreased since 1888, and a great reduction is noted in the amount of bonds paying no interest. If the issue of railway capital had been restricted to the amount necessary to construct and equip the properties, there would, under normal conditions of business, be much more satisfactory returns. A great portion of railway securities do, however, yield little or no return, and many railway managers claim this as evidence that the law deprives carriers of adequate revenue. The law can only operate to limit railway revenue by preventing unjust charges and undue partiality. The claim of these managers must rest then upon the proposition, that the law by prohibiting wrongs works injury to railway prosperity. Such a plea is anomalous. The evils which carriers bring upon themselves by mistaken policies of rate making or management, if not removable through their own efforts, are to be remedied by specific legislation; not by attacks upon the law with a view to its repeal or radical amendment. The people are thoroughly determined not to permit even a partial return to the railroad anarchy which prevailed before the interstate commerce law was passed.

The Commission presents a strong argument in favor of giving it authority to prescribe minimum as well as maximum rates, and shows how the present depression of rates at large centers works injury to the general public as well as to railway investors.

The Commission refers to various acts of Congress providing for through transportation over connecting roads, but says that these acts have not been so interpreted by the courts as

to make it obligatory on carriers to afford necessary facilities for through or continuous travel or business.

The provision in the interstate commerce act in regard to forwarding and interchange of traffic was intended to secure to the public the benefit of through carriage from places of shipment to places of destination. Through routing at reasonable through rates is so indispensable to expedition and economy in railroad transportation, that any system of regulation is defective, if not impracticable, which fails to oblige carriers to exchange with, receive from, and deliver to, connecting lines persons and property until final destination is reached. This was the purpose of Congress in sections 3 and 7 of the act. Decisions of the Commission and the courts upon through routes and through rates are discussed. Under the current of decisions in United States courts, the facilities necessary to this privilege depend upon the voluntary action of the carriers. While wonderful progress has been made in railway transportation, the advance during the last ten years towards supplying adequate means for through transportation is not sufficient to warrant reliance upon the spontaneous action of carriers for needed improvements. This is shown by citation of an agreement of members of the Southern Railway and Steamboat Association, nineteen years after its formation, to prevent continuous carriage over certain through routes with joint rates by the exaction of local rates on each road. Some of the effects of failure to make joint through rates are shown in comparative tables of through and local rates over various lines. After describing the methods of arriving at rates in different sections, the Commission concludes by saying that however brought about, it is a fact that under the methods in use in respect to transportation from places north to places south of the Ohio, and from places east to places west of the Mississippi, carriers "prevent the carriage of freights from being, and being treated, as one continuous carriage from the place of shipment to the place of destination." An amendment providing for through routes and through rates is suggested.

The practice of overcharging is a widespread evil extending far beyond any excuse that may be offered in its extenuation. Demand by a delivering carrier in a through line of a greater charge than that specified in the bill of lading and exceeding the lawful rate, is

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of common occurrence. The goods are detained until the charges claimed are paid. Usually detention would entail greater loss upon the consignee than the amount of the extra charge, and the result is that he submits to the exaction. The burden is then upon him to seek reimbursement, and this is attended with so many vexatious difficulties and delays that when the amount is small, the claim is often abandoned. Often, too, though the charge is illegal, the fact of demand being made makes the consignee believe that it is legal. Some of the causes of overcharges are stated by the Commission. It seems apparent that consideration of appropriate means for adequate relief will suggest the necessity of suitable additional legislation, unless such necessity be obviated by the action of the carriers themselves.

It is alleged that "tramp" vessels on the lakes, operating under fluctuating rates, prevent the "regular" lines from publishing and maintaining through rates in connection with rail carriers. But certain methods pursued by the "regular" lines are as obnoxious as those of the "tramp" vessels. Further statements are made with regard to publication of rates for water and rail transportation and recommendation is made for amendment so as to bring these water carriers under the law.

This topic is discussed at considerable length. The total railway mileage on June 30, 1892, was 171,563.52 miles, an increase of 3,160.78 miles; the total number of railway corporations was 1,822, being a net increase of 37 during the year; 899 maintained independent operating accounts, and 712 were independent operating companies. Of the 761 subsidiary roads, 320 were leased for a fixed money rental and 186 for a contingent money rental; 9 roads were abandoned. There were 19 mergers, 17 reorganizations and 16 consolidations. The capitalization of roads reporting was \$10,226,748,134. There were 560,958,211 passengers and 706,555,471 tons of freight reported as carried during the year ending June 30, 1892. The gross earnings reported were \$1,171,407,343, and the operating expenses were \$780,997,996, leaving net earnings of \$390,409,347, to which add \$141,960,782 as income to railways from investments. After payment of \$416,404,958 as fixed charges, \$97,614,745 was paid in dividends, and \$4,314,390 in other payments, leaving a surplus of \$14,036,056. The passenger revenue for the year was \$286,805,708; and freight revenue amounted to \$799,316,042. There were 821,415 persons employed in railway service at the end of that year, of whom 2,554 were killed in accidents and 28,267

were injured. Three hundred and seventy-six passengers were killed and 3,227 were injured. These accident statistics are carried out with considerable detail. Earnest recommendation is made for an amendment providing a penalty for the failure of carriers to file their annual reports within a specified time. The form adopted for these reports is noted as being satisfactory to the carriers, and as having been put in use by twenty-two State commissions. A preliminary statistical report for 1893 will form a part of the appendix to this report.

The law requiring the application of automatic couplers and other appliances to freight trains, which was approved on March last, is to be appended to the report, together with a comparative statement of equipment with and without automatic couplers and train brakes, and of accidents to passengers and the various classes of employees, for four years preceding June 30, 1892. The law does not restrict the use of couplers to any particular type, and it is not, therefore, open to the objection that it will especially benefit a particular patentee. The aim of the law is that the men shall not be required to go between the cars for the purpose of coupling or uncoupling, and no road can, after the date prescribed, use cars of its own or those of other roads, which do not conform to the law's provisions. Much credit is given in the report to the skill and intelligence of railway employees.

Since the Commission's last report substantially no progress has been made by the carriers in the work of uniform classification. The Commission reviews what is said on this subject in its former reports. The results of what has been attempted by the carriers in this matter have convinced the Commission that uniformity will not come from the voluntary efforts of railroad officials, and that it is necessary to urge them on by legislation. It is believed that sufficient time has been allowed the carriers to formulate a suitable plan. The report recommends that the carriers be required to adopt a uniform classification within a year, and in case of failure that the Commission or some other public authority be directed to enter upon the work.

This article shows that private freight cars came into use in a small way to meet the deficiency in freight car equipment of carriers for special kinds of traffic, like oil, dressed meat, furniture and live stock. That the number of private cars rapidly increased, and finally passed beyond the point of being equipped by shippers themselves; they began to be furnished by corporations for profit. After awhile demand for compensation for the us-



of such cars was made upon railroad companies. This was acceded to, the ordinary rate of three-quarters of a cent a mile being paid except upon refrigerator cars, which earned a cent a mile. Large shippers owning private cars also forced their use upon the railroad companies. The result is that private cars have come to be substituted in large measure for the cars of carriers. The payment of private car mileage now amounts to over \$30,000,000 in a single year. The railroads look upon the practice as a burden alike upon carriers and commerce. Replies to a circular sent out by the Commission unite in condemning the private car practice as a great abuse. The subject is submitted for the consideration of Congress.

Other papers in the report refer to the National Convention of Railroad Commissioners and to Government-aided railroad and telegraph lines.

The Commission recommends additional legislation on the following subjects:

1. With respect to proceedings to enforce the lawful orders of the Commission.
2. To give legislative construction to the word "line" in the statute.
3. To provide for establishing through routes and joint through rates.
4. To give the Commission power to prescribe minimum as well as maximum rates to competitive points.
5. To provide for the adoption of a uniform freight classification.
6. To make corporations subject to the act liable to indictment for violations of the law.
7. To provide a penalty for failure on the part of carriers to file their annual reports within a specified time.

The Commission also calls the attention of Congress to the subjects generally considered in the body of the report and the suggestions therein made, with a view to further extension of the act by additional amendments.

#### **The Abuse of Railroad Receiverships.\***

[We would like the careful, thoughtful perusal of this very able State paper, as it points to one of the questions of the hour.—Ed.]

\* Abstract from the late message of the governor of South Carolina.

The right of the State to levy and collect taxes has never been disputed. South Carolina derived that right from the kings of England. It is a right which rests at the foot of government, and without it government would

cease to exist. It has never been resisted when exercised by a sovereign except by revolution and by appeal to arms. In all free governments, or constitutional governments, the right is exercised according to law, and ample provision made for injustice or inequality in the levying of taxes. But to prevent a paralysis of government it has always been provided that the payment of taxes must first be made and the question of their justice or legality adjudicated afterwards. Hence we find in our State laws the following: "The collection of taxes shall not be stayed or prevented by any injunction, writ or order issued by any court or judge thereof." Taxes are required to be paid under protest and the money set aside until the question of legality has been determined in the court. Provision is also made by which the comptroller general, upon a proper showing, may remit unjust taxes before they are collected, or return them afterwards. The National government is similarly protected by section 3,224, Rev. Stat., U. S., which reads: "No suit for the purpose of restraining the assessment or collection of taxes shall be maintained in any court," the language here being nearly identical and even stronger than that of our State law.

So jealous, indeed, is the United States government of its taxing prerogative that section 3,226, Rev. Stat. U. S., provides that: "No suit shall be maintained in any court for the collection of any internal tax alleged to have been erroneously or illegally assessed or collected, or for any penalty claimed to have been collected without authority, or any sum alleged to have been excessive, or in any manner wrongfully collected, until an appeal shall have been duly made to the commissioner of the internal revenue." Six months must elapse before the suit can be brought should the commissioner refuse to hear the appeal.

On the other hand, the principle that property in the hands of a receiver, and thus virtually in possession of the court, should not be levied on or taken from such possession until all matters connected with the bankrupt estate have been adjudicated, the assets marshalled and the rights of the creditors determined is equally strong and just. Otherwise the first creditor who might seize the bankrupt estate might get it all or wreck it, and other claims of equal justice be debarred, entailing loss and inequality of distribution. But under the laws of this State and the United States taxes are a "preferred and prior lien,"

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to be paid always next to the expenses of the litigation. They do not come within the category of ordinary debts at all, and have been characterized as being "as remorseless as fate and certain as death."

In the conflict which has occurred in this State between these two well defined and acknowledged principles of law, the question naturally presents itself why the lesser, the comparatively modern, the doubtful right of the receiver, which rests on nothing but judicial decisions and assumption, should have been given precedence over the older and hitherto undisputed right of the State to collect its taxes in its own way. The law of receivers is altogether modern. It rests almost wholly on judicial legislation. It took its rise in the court of equity in England some hundred years ago, and up to 1860 the powers and duties of receivers and the control of bankrupt estates by judges through them were of small importance and caused no disquiet. The receiver held the trust estate pending the litigation, took care of it, paid the taxes, when necessary kept things in repair—and that was about all. But during the last thirty-five years this small, insignificant power has spread and grown with the rapidity of a banyan tree in the tropic jungles of Asia, until now it overshadows the land and blights the sovereignty of the states, becoming a veritable upas tree, which threatens the existence of local and self government. This development has been owing to and kept pace with the construction of railroads and the numerous cases of bankruptcy in which they are involved by reason of bad management, watering of stock or wreckage wrought by a bare majority of stockholders, who seize a railroad and run it in their own interests, with a view to defrauding the minority stockholders and stealing their property. Too often, alas! the courts are instruments to carry out the robbery.

But while the power of receivers and the rapidly increasing latitude permitted them by the courts have rested, in the main, on right principles and the sound policy of preserving the property, many abuses have grown up with them. I can find no warrant in law and no ground in equity for the the decision of the circuit and supreme courts in the cases we are considering. It is not disputed by either of these tribunals that taxes are a preferred lien on the property, and the chief justice expresses himself very emphatically as to the duty of the circuit court. He says: "No doubt property so situated is not thereby rendered exempt from the imposition of taxes by the government within whose jurisdiction the prop-

erty is, and the lien for taxes is superior to all other liens whatsoever." In order to get an excuse, however, for allowing the receiver to resist the payment, and to paralyze the State government in its efforts to collect taxes, he continued: "The levy of an ordinary *fiery facias*, sequesters the property to answer the exigency writ, but property in possession of the receiver is already in sequestration, held in equitable execution, and, while the lien for taxes must be recognized and enforced, the orderly administration of justice requires this to be done by and under the sanction of the court. It is the duty of the court to see that it is done and a seizure of the property against its will can only be predicated upon the assumption that the court will fail in the discharge of its duty."

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The State has exercised its sovereignty to levy taxes in accordance with its own laws. Its officers, in compliance with their oaths, proceeded to obey those laws. Every tax payer, whether an individual or a corporation, should be amenable to these laws alike, and any decision which destroys that equality, is an outrage upon justice. If all judges were honest, or fair, or just, this power of discrimination could work no wrong; but a receiver in the matter of taxes should be the same as any other citizen or corporation. Any favoritism that is shown him is a premium on fraudulent bankruptcy and brings the judiciary into discredit. If the court has the discretion and power through its receiver to do all the various acts necessary to run a railroad, and even build additional mileage, as has been done, and is being done, it could pass on the advisability of paying taxes in private, and doubtless does it. When, therefore, a receiver refuses to pay taxes as illegal, it follows that the court must think as he does, and it is mockery to tell us to appeal to such a tribunal.

There is no law for the unwarranted interference on the part of the United States courts; there is nothing in the United States constitution to warrant it. The authors of that instrument never dared to set up any such claim, and the court only obtains it by a "violent assumption of power," which is the essence of tyranny. That it has required a century for judicial insolence to go so far is a sufficient proof that it has no basis in law or justice, and could only spring from that perpetual grasping after more power which has

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characterized the judges of the United States circuit court and district courts. One by one the reserved rights of the States are being absorbed by the federal judiciary, and it is high time for Congress to take the matter in hand and by expressed limitations restrain the unlicensed and iniquitous powers exercised by the courts in the matter of receiverships.

There is talk in some quarters and a growing demand for government ownership of railroads, for these corporations, whether in the hands of receivers or of the owners themselves, have found such ready and willing tools among the federal judges, who are ever ready to stand between them and the people in their efforts to restrain them within reasonable bounds that no other mode of relief appears possible. This is not a desirable solution of the problem, and I do not advocate it; because such control would almost inevitably be used as an engine in elections by the use of the employees at the ballot box for the benefit of the party in power. The mere idea is repugnant to a republican form of government. But those who manipulate and control these corporations, and who grow rich in robbing the people through them—such men in particular—hold up their hands in horror at the mere idea of government ownership. But what have we in the United States at this time? What is the condition of a large number of these corporations? Upward of 33,000 miles of railroads, one-fifth of the total mileage in the United States, and representing a capital of more than \$1,400,000,000 are today in the hands of receivers, who are but the servants or partners of the judges. We have here government ownership or control (at least in effect) the most absolute and irresponsible that is possible to exist. The federal judiciary, without any statutes on the subject, or comparatively few limiting or defining their powers, control one-fifth of the railroads in the United States without responsibility to anybody; without anyone to overlook them or their agents, the receivers; without any accounting to be had for the millions and hundreds of millions of dollars of these "wards in chancery;" issuing receivers' certificates, which are preferred liens on the property; imprisoning the State's officers when they attempt to collect taxes; arresting our constables for the slightest interference even for the freight they haul; bargaining with the receivers for the employment of kinspeople or favorites; and Congress sits idly by, watching this more than Russian absolutism with seeming indifference.

With this vast amount of property held in absolute possession, without responsibility to

anyone, it is small wonder that there has been maladministration, speculation, robbery and widespread demoralization. One court in Vermont has held a railroad under a receivership for twenty-seven years. Many corporations have found themselves saddled by heavy debts by the incompetency or dishonesty of the receivers, who, we will see, are sometimes the servants and at other times the masters of the court. Men who want to make money rapidly—honestly if they can, but who must "make money"—seek the position of receiver with avidity. The most glaring and remarkable instance of this *facilis est averni* occurred this year, when Judge Edward M. Paxson, of the supreme court of Pennsylvania, with still four years' tenure, resigned his high office to accept the receivership of the Philadelphia & Reading Railroad. How much longer shall this abuse which cries aloud from heaven, and which is a scandal in the land, corrupting the judiciary by the use of unbridled power, be allowed to continue? By comparison, government ownership under strict laws and rules, such as obtain in the postal service, would be such an improvement that it is bound to come unless the abuses of receiverships are stopped.

#### Washington's Overcoat.

The story is told by a traveling auditor, that a certain railway traversing a sparsely settled country desiring to make a stopping place at a certain cross-road, had made arrangements with the keeper of the cross-road grocery to transact the little freight and ticket business from that point. He was given a stock of stub tickets with instructions voluminous. Months rolled round, and while an occasional ticket came to the general office from his station in conductor's collections, no reports came from the agent, while he remitted occasionally to the treasurer.

The Auditor of Ticket Accounts had called him to task at various times and in forcible language, but no attention was paid to his letters to the agent so the traveling auditor was sent to "check him up."

The traveling auditor introduces himself and states his mission when the agent addresses him thus: "So you want me to report tickets sold, do you? Don't the conductors collect them from the passengers? Don't I send all the money to the treasurer? What more do you want? I got some letters signed by B. X., Auditor of Passenger Accounts, but I won't answer such letters. He thinks he is so big that George Washington's overcoat wouldn't make him a vest!"



## Transportation Exhibit at the World's Fair.

THE extent to which modern science is subduing physical forces to human use is strikingly illustrated by the progress which is making in annihilating space and distance by improved methods of transportation. We are building warships that skim the seas with almost lightning rapidity. The feat of the "Columbia" in making twenty-five miles an hour would have been deemed incredible a decade ago. But who shall say that the limit of speed capacity in steam navigation has been reached? So in railway travel. Twenty-five years ago a speed of thirty miles on a railway was regarded as the attainable maximum. Mr. George Westinghouse, Jr., the inventor of the air-brake, said not long ago to the writer that it was impossible to run a train with perfect safety on an American road at a speed of forty miles an hour. Now a sustained speed of over fifty miles an hour is safely made every day on the New York Central, and is scarcely considered remarkable.

No department of the Chicago Exposition possessed greater interest than that which illustrated the progress made in the means of transportation. One of the most attractive features of this exhibit were the quaint old trains that some of the great trunk lines had reproduced for the occasion, standing beside a modern train, with its perfection of safety appliances and luxurious furnishings.

A principal attraction of this general exhibit was that of the New York Central. At one end of the beautiful building erected by that company and the Wagner Palace Car Company, stood the De Witt Clinton, the first locomotive used upon the New York Central, with its train of old-fashioned Concord coaches, mounted on trucks suitable for running by steam on the old strap rail of the Mohawk and Hudson Railroad, now and for many years part of the main line of the New York Central & Hudson River Railroad. It was on the trial trip of this train that Thurlow Weed, Erastus Corning, ex-Governor Yates, J. J. Boyd, Billy Winne (penny postman); Edwin Crosswell, editor of the Albany *Argus*; John Townsend, late mayor of Albany; Major Meigs, (sheriff); Jacob Hays, high constable of New York; Mr. Dudley, of Dudley's Observatory; Joseph Alexander, of the Commercial Bank; Louis Benedict, and J. J. DeGraft, mayor of Schenectady, were passengers, and its first trip was made from Albany to Schenectady, a distance of seventeen miles, August 9th, 1831, on which occa-

sion a maximum speed of fifteen miles an hour was attained.

Close beside this quaint reminder of early days stood the New York Central's ponderous locomotive, No. 999, attached to the Empire State express, which this great engine drew for some weeks previous to its going to Chicago to take its place among the transportation exhibits.

Engine 999 is a result of the most careful and delicate experiments, covering a period of many years, and is justly regarded as one of the most perfect pieces of machinery ever created. The principal dimensions are as follows:

Cylinders.....	19 in. x 24 in.
Diam. of driving wheels	
outside of tires.....	86 in.
Diameter engine truck	
wheels.....	40 in.
Springs, length of driver,	
centre to centre of	
hangers.....	44 in.
Total length of boiler....	26 ft. 4 1/8 in.
Diameter of first ring out-	
side.....	58 in.
Size of fire box.....	108 3/4 in. x 40 7/8 in.
Tubes, 268.....	2 in. dia., 12 ft. long.
Heating surface in tubes.	1,697.45 sq. ft.
Heating surface in fire	
box.....	232.92 sq. ft.
Total heating surface....	1,930.37 sq. ft.
Grate surface.....	30.7 sq. ft.
Stack, inside diameter....	15 1/4 in.
Weight in working order.	124,000 lbs.
Weight on drivers.....	84,000 lbs.
Driving wheel base.....	8 ft. 6 in.
Weight of tender loaded.	80,000 lbs.
Total weight of engine	
and tender.....	204,000 lbs.
Extreme length of en-	
gine.....	39 ft. 6 3/4 in.
Extreme height from top	
of rails to top of stack.	14 ft. 10 in.
Fuel used, bituminous coal.	

The most notable run ever recorded was that of this engine, drawing the Empire State express, on May 10th, 1893, when the world's record of a mile in 32 seconds was made. This is equivalent to 112 1/2 miles an hour. The passengers on board said that the train flew along with the same steadiness that would have accompanied a slower rate of speed. There was no unusual swaying or jolting, and only persons who were looking out for manifestations of extraordinary speed would have noticed that the clickety-click of the rails sounded like the roar of musketry, and the telegraph poles along the track seemed like pickets in a fence.

Alongside the Empire State express stood the exhibit of the Wagner Palace Car Company, declared to be the handsomest train of cars in the world. It consisted of a combination, baggage, buffet, smoking, and library car,



a state-room car, a sleeping car and a dining car, all painted in royal blue and gold. They are longer than cars are usually built, being 72 feet long inside and 78 feet 5 inches over all. The wheels are of Krupp steel, 36 inches in diameter. The cars are all provided with the perfected Wagner vestibule and the Gould platform, buffer, and coupler. They are lighted by electricity, gas burners being also put in for emergency. Heat is radiated from the engine by the safety system, and in all of the saloons, the barber shop, and bath rooms the floor is tiled. The combination car is furnished in the colonial style, and embraces a barber shop, a steward's pantry and buffet, a card room, a writing room and library, and a baggage compartment. The drawing room car "Pinzon" is finished in Greek design and luxuriously furnished. The state room car "San Salvador" is probably the handsomest in the train. It is finished in the Empire style. State room A is finished in antique mahogany, dark-striped Wilton carpet, and water-silk tapestry. It is in the style of Louis XVI. renaissance. The double state room B and C is finished in Circassian walnut, with slate and white figured damask upholstery. It is finished in the Empire design. State room D is in ivory and gold in the style of Louis XV.; the draperies and upholstery are of rose satin damask. State room E is finished in satin wood, the upholstery being light olive satin figured damask. Each of these latter state rooms is fitted with private bath room. The double state room F and G is finished in mahogany in an Empire design, the draperies and upholstery being a canary satin figured damask. The sleeping car "Isabella" and the dining car "Ferdinand" complete the train. The head linings of all of the cars are of embossed plaster of Paris, decorated in various colors.

Another remarkable exhibit of the transportation department of the Fair was that of the London & Northwestern Railway Company, which sent over a complete train, composed of the high class and powerful compound locomotive Queen-Empress, tender, sleeping saloon, and a standard composite car. The exhibit derived additional interest from the fact that the London & Northwestern was the pioneer line of the world in initiating steam travel, the first successful train by Geo. Stephenson's locomotive, the Rocket, having been run September 15th, 1830, on the Liverpool & Manchester Railway, now incorporated in the London & Northwestern. This latter railway is the trunk line of Great Britain, at once the oldest and wealthiest in the realm. It extends through nearly three-fourths of the

whole of the counties of England and Wales, and connects with Scotland through historic Carlisle, and with Ireland through the ports of Holyhead, Fleetwood, Liverpool, etc. The magnitude of this great corporation is shown by the following interesting statistics:

Capital stock .....	\$540,000,000
Annual revenue .....	58,625,000
Annual expenditure .....	32,750,000

Number of persons employed by company .....	62,000
Number of persons employed in locomotive department .....	19,000
Miles operated .....	2,700
Engines owned .....	2,713
Passenger cars owned .....	7,470
Freight cars owned .....	60,000
Wagons and trucks owned .....	3,700
Horses owned .....	3,700
Steamships owned .....	20
Passengers carried annually .....	67,250,000
Weight of tickets issued annually .....	50 tons.
(which, if placed end to end, would in 11 years make a belt round the world 1 1/4 inches in width).	
Tons of goods and minerals carried annually .....	37,500,000
Number of stations .....	800
" signal cabins .....	1,500
" signal levers in use .....	32,000
" signal lamps lighted every night .....	17,000
Number of accounts opened last year at Crewe for special orders for various departments .....	10,000

As is generally known, the locomotives and carriages on English railways differ in many particulars from those used on American roads. The compound express passenger locomotive, Queen-Empress, exhibited at Chicago, showed very clearly the points of contrast with locomotives of American construction and design. A few of its leading features are as follows:

Two high-pressure cylinders 15 inches in diameter by 24 inches stroke, and one low-pressure cylinder 30 inches in diameter by 24 inches stroke. The engine is carried on four pairs of wheels, the leading pair being 4 feet 1 1/2 inches diameter, and fitted with F. W. Webb's arrangement of radial axle box with central controlling spring. The high and low pressure driving wheels are 7 feet 1 inch diameter and are placed in front of the fire box. The trailing wheels are 4 feet 1 1/2 inches diameter, the axle boxes having 1/2 inch side play. Both pairs of driving wheels being placed in front of the fire box necessitates the adoption of a long boiler, the barrel of which is 18 feet 6 inches long, made out of 1/2 inch steel plates, having a mean diameter of 4 feet 3 inches, the fire box casing being 6 feet 10 inches long. An intermediate combustion chamber (F. W.

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Webb's system) is placed in the barrel of the boiler, between the fire box and smoke box tube plates, so as to divide the tubes into two lengths. Access is obtained to the chamber by an opening at the bottom, to which is attached a hopper for getting rid of the ashes which may accumulate in the chamber. To the bottom of this hopper is fixed a valve which is air tight, and weighted in such a manner that in its normal position it will be closed, but it is also connected to the foot plate with a rod, so that the driver can open it when necessary to let out the ashes. There are 156 tubes  $2\frac{1}{2}$  inches outside diameter. The total heating surface of these tubes is 1,346 square feet; the combustion chamber 39.1 square feet, and fire box 120.6 square feet; making a total of 1,505.7 square feet. The weight of the engine in working order is 52 tons 2 cwt., of which  $15\frac{1}{2}$  tons is carried by each pair of driving wheels. The tender, which is fitted with the water "pick up" apparatus, weighs 25 tons in working order, and has a tank capacity of 1,870 gallons, and carries four tons of coal. The total wheel base of the engine is 23 feet 8 inches, and of engine and tender 43 feet  $11\frac{1}{4}$  inches, and total length of engine and tender over buffers is 54 feet. The height from rail level to centre of boiler is 7 feet  $10\frac{1}{2}$  inches.

In April last, with a view of testing the power and capabilities of the compound locomotive, the greater Britain, the sister of the Queen-Empress, was run continuously for six days, attached to some of the quickest and heaviest express and mail trains running between London and Carlisle. She was double-manned, and in the time stated covered a distance of 3,612 miles, which includes twenty-four miles running between the engine sheds and the stations at the end of each journey.

The sleeping saloon forming part of the Chicago exhibit is forty-two feet long and contains four sleeping compartments, each having a separate lavatory; the two end compartments contain four berths each, while the middle compartments have two berths each only. A corridor runs the whole length of the carriage and the compartments open off from the corridor; side doors allow exit on platforms. Pockets for valuables are placed above the pillow of each berth, and under the berth is a commodious black walnut wardrobe. There is also a smoking compartment for gentlemen, and an attendants' compartment. The saloon is fitted with electric lights, gas, electric bells, and is heated through pipes.

The composite carriage exhibited is also forty-two feet long; it is, however, divided into first, second, and third class compartments, a coupe and baggage compartment. The furnishings and decorations are all rich and elegant. The compartments are entered by side doors, are provided with lavatory accommoda-

tions, lighted by gas and electricity, and fitted with vacuum and Westinghouse brakes.

It will be remembered that during the progress of the recent Exposition, "Frank Leslie's Illustrated Weekly" offered a prize of a thousand dollar cup with a view of bringing about a trial of speed between locomotive No. 999 and the Queen-Empress. This was found to be impracticable, for the reason that the Queen-Empress, being a new engine which had never been fired, it was claimed that a race with a locomotive which had been in active use would not afford a fair test of her capacity. While failing in this effort, "Frank Leslie's Weekly" was in another direction, however, successful, and that was in inducing the general representative of the company in this country (Mr. C. A. Barattini) to run the English train from Chicago to New York, with a view of affording the people of the cities along the lines of Lake Shore, New York Central and connecting roads, an opportunity to inspect it. The run was made during the last fortnight in November, and this was the first British train ever run under steam on the tracks of American roads. The New York Central train was run at the same time.

Exhibitions were made at Elkhart, Ind.; Toledo and Cleveland, O.; Erie, Pa.; and at Buffalo, Rochester, Syracuse, Watertown, Utica, Albany, Poughkeepsie, Yonkers and New York City.

### The Law of the Jungle.

THE January *St. Nicholas* contains a story by Rudyard Kipling called "Mowgli's Brothers,"—the tale of a child—a "man's cub"—who was rescued from a tiger by a wolf, and adopted into the wolf's family. It contains a number of clever ideas about animal life in the jungle, one of which is this:

The Law of the Jungle, which never orders anything without a reason, forbids every beast to eat Man except when he is killing to show his children how to kill, and then he must hunt outside the hunting-grounds of his pack or tribe. The real reason for this is that man-killing means, sooner or later, the arrival of white men on elephants, with guns, and hundreds of brown men with gongs and rockets and torches. Then everybody in the jungle suffers. The reasons the beasts give among themselves is that Man is the weakest and most defenseless of all living things, and it is unsportsmanlike to touch him. They say too—and it is true—that man-eaters become mangy, and lose their teeth.

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### Ancient Railroads.

THE people who have become accustomed to rapid transit as it is known and practiced by railroads of the present day, are prone to forget that fifty and less years ago railroading was in its infancy, and the most rapid transit trains of that day would have stood a poor chance of winning a race with a bicyclist of the present era. This fact is called to mind just at present by a quaint old schedule of the South Carolina Railroad, dated March 1, 1852, which has recently been discovered among the archives of the Company. The schedule is neatly framed, whether by the parties issuing it or at a subsequent date is not known, and is now hanging in the office of the general manager of the road. The document contains a schedule of the trains, freight and passenger, then running between Charleston and Columbia, and Charleston and Hamburg, and is followed by a list of rules to govern conductors and engineers, and is signed by the officers of the road of that day. A few extracts will give an idea of the speed at which trains were then run on what, for the period, was considered a well equipped line: The night express train left Charleston at 5 P. M., and arrived at Hamburg at 6 A. M., making the run of 136 miles in thirteen hours, at an average speed of ten miles per hour. The night express train from Columbia left Charleston at 4:15 P. M., and arrived at its destination, if it happened to be on time, which was not at all probable that it would be, twelve hours and fifteen minutes afterwards, the distance being 130 miles. This sounds very funny nowadays, when passenger trains are not considered fast at all unless scheduled for thirty-five or forty miles an hour, but it is nothing to compare with the freight schedules which were operated then. According to the time table referred to a freight train left Charleston at 5 o'clock A. M., and was due to arrive at Aiken at 9:42 the next morning. The distance is 120 miles, and the time allowed is twenty-eight hours and forty-five minutes—a little over four miles per hour. The freight train for Columbia covered the distance in twenty-nine hours, or traveled about half the distance which dozens of expert pedestrians have made in the same time in modern six-day-go-as-you-please walking matches. The rules which are subjoined to this old time table read to modern railroad men very much like one of Bill Nye's humorous efforts. They are all more or less quaint, but a few of the most peculiar are given below. Rule No. 2 reads very much more as though it had been issued by a harbor master

than by the general manager of a railroad. Here it is: "In case of dense fogs all freight trains on the road will go into the nearest turnouts, and there remain until it clears off. The passenger and night express trains will, in such cases, run strictly within schedules." The present system of train dispatching not being dreamed of at that day it was not always possible to prevent trains meeting out in the woods somewhere, so it became necessary to establish some rule as to which of them would run back to the nearest "turnout" in such cases. Rule No. 5 applies to these cases: "The Columbia passenger train will keep out of the way of mail trains, and in no case will it be allowed to run them half way between the turnouts, or, seeing it approach, will turn back, unless the Columbian train has run two-thirds of the distance between turnouts, in which case the Hamburg train will run back, and not then if on schedule time." The eighth rule, if followed strictly at the present day, would unquestionably prevent all possibility of the fearful collisions which are frequently read about in the daily papers: "Trains approaching each other must go slowly and with caution—stopping at least 100 yards apart." Another regulation suggests that the conductor of that day had to be a graduated member of a hook and ladder company: "A strong cord to be attached to the bell of the engine, to extend over the top of the cars to hindmost car—within reach of the conductor at any point of the train." Rule No. 15 will excite the admiration and envy of the martyrs who are now called upon to wait indefinite periods upon delayed trains: "Every conductor will have his couplings and all else pertaining to the outfit of his train all ready and in order the night before leaving." The South Carolina Railway Company is having the curious old relic of a forgotten era of railroading photographed, and the original will be preserved with care.—*Exchange.*

### Another Foreign Grab.

He—I hear that all of Jay Millionair's daughters are married; is it true?"

She—Yes; all five of them.

He—Married some English syndicate, I suppose.—*Soundings.*

### Where He Went.

"Did one ticket pass you into the Fair and Midway both?"

"I don't know. I never tried to get into the Fair."—*Chicago Inter-Ocean.*

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### "Reminiscences."

CHICAGO, ILL., Dec. 16, 1893.

MR. EDITOR: You have called upon me to "spin a yarn" of personal reminiscences.

I do it cheerfully, but my story will be brief, because only those who are well advanced in years can afford to have "reminiscences," and although I have seen a great deal of life I have not yet passed the half hundred mile post.

Yet, twenty-nine years ago this day I shared in the battle around Nashville, Tenn., and felt, at that time, I was a full grown man—and I was. I carried a sword, wore shoulder straps and had a horse to ride, but like many others of my comrades in blue I was hungry, ill clad, and in the weary march from Nashville to Eastport, on the Tennessee river, had to foot it over the flinty roads in two pairs of woolen stockings because I had neither boots nor shoes, and the weather was too cold to sit on my horse.

Perhaps the nerve I then cultivated accounts for the "nerve" I have today in writing this.

When I was discharged from the service at the close of the war I had some little money, saved from my pay, and I came to Chicago to take things easy for a few months, but I soon grew tired of playing the gentleman and commenced to look about for something to do. A friend suggested that I had a natural gift of "gab," and that I would make a small fortune soliciting advertisements on a "commission" basis for a theatrical program. That is where and how I first learned something about "commissions," and up to this date I have not stopped learning—nor stopped paying.

However, my efforts to secure advertising were not remarkably successful, and I gave up the job after a two days' experience.

Then I looked around for a salaried position, but there were more returned soldiers than vacant jobs and I spent some weeks in a vain endeavor to secure an opening anywhere. But the Lord helps those who help themselves, and another friend gave me an introduction to Mr. M. M. Kirkman (now Second Vice President of the Chicago & Northwestern R'y, but who was then Assistant General Accountant of that company), who kindly offered me \$40 a month to check local ticket reports in his office. That gave me a start, and before my first month had expired the man working on the "apportionment book" took sick (in fact he got drunk and soon after died) and I took his place at \$83.33 per month. I worked nights and Sundays, and even omitted to call

upon my best girl, to show my appreciation of my employer's kindness. As the months and years rolled by I was called upon to fill various other positions in Mr. Kirkman's office, and the experience I thus gained taught me to be a "Jack of all trades." A catalogue of the varied duties I have tried to perform in my railway career would fill a column of "THE STATION AGENT," and I won't attempt to use your valuable space for that purpose, but if I ever lose my position as a general passenger agent I can keep books, check up a station, tack up advertising matter, make out an expense account from an Official Guide, or check a trunk to the wrong destination. Heretofore I have been too modest, I fear, to "blow my horn," but this is too good a chance to blazen my capabilities to the outside world to let it slip, and I thank you, Mr. Editor, for this opportunity. If my managing officers should read this short story of "a busy life," and all at once recognize what a treasure I must be, they *may* raise my salary, and then I will set up the cigars for all the "boys" who will call upon me at my office in Chicago. Is this enough? Very truly yours,

GEO. H. HEAFFORD  
General Passenger Agent.

### Law vs. Common Sense.

THE "Engineering Magazine" records an admirable example of the variance which is occasionally found to exist between law and common sense. It is that of a recent decision of the corporation counsel of the City of New York, in which he held that the Broadway cable railroad cannot be permitted to lay a wire in its own conduit for the purpose of signalling to the power-house to stop the cable in the event of an accident on the line, because the subway company has been invested with the exclusive right to lay wires in the streets of the city. The ultimate result of this prohibition will probably be a serious disaster, in which a car will run amuck the whole length of Broadway, carrying devastation in its path.

### Sweet Contentment.

The merchant sat in his easy chair  
At eve, and his thoughts were gay;  
No care was his, for you see he'd put  
A big "ad" in the papers that day.  
—*Buffalo Courier.*

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### An Ideally Bad Baby,

TOM was a bad baby, from the very beginning of his usurpation. He would cry for nothing; he would burst into storms of devilish temper without notice, and let go scream after scream and squall after squall, then climax the thing with "holding his breath"—that frightful specialty of the teething nursing, in the throes of which the creature exhausts its lungs, then is convulsed with noiseless squirmings and twistings and kickings in the effort to get its breath, while the lips turn blue and the mouth stands wide and rigid, offering for inspection one wee tooth set in the lower rim of a hoop of red gums; and when the appalling stillness has endured until one is sure the lost breath will never return, a nurse comes flying, and dashes water in the child's face, and—presto! the lungs fill and instantly discharges a shriek, or a yell, or a howl which bursts the listening ear and surprises the owner of it into saying words which would not go well with a halo if he had one. The baby Tom would claw anybody who came within reach of his nails, and pound anybody he could reach with his rattle. He would scream for water until he got it, and then throw cup and all on the floor and scream for more. He was indulged in all his caprices howsoever troublesome and exasperating they might be; he was allowed to eat anything he wanted, particularly things that would give him the stomach-ache.

When he got to be old enough to begin to toddle about and say broken words and get an idea of what his hands were for, he was a more consummate pest than ever. Roxy got no rest while he was awake. He would call for anything and everything he saw, simply saying "Awnt it" (want it), which was a command. When it was brought, he said in a frenzy, and motioning it away with his hands "Don't awnt it! and the moment it was gone he set up frantic yells of "Awnt it! and Roxy had to give wings to her heels to get that thing back to him again before he could get time to carry out his intention of going into convulsions about it.

What he preferred above all other things was the tongs. This was because his father had forbidden him to have them lest he break windows and furniture with them. The moment Roxy's back was turned he would toddle to the presence of the tongs and say "Like it!" and cock his eye to one side to see if Roxy was observing; then "Awnt it!" and coco his eye again; then "Hab it!" with another furtive glance; and finally, "Take it!"—

and the prize was his. The next moment the heavy implement was raised aloft; the next, there was a crash and a squall, and the cat was off on three legs to meet an engagement; Roxy would arrive just as the lamp or a window went to irremediable smash.—*Mark Twain's "Pudd'nhead Wilson," in the January Century.*

### Patents Granted.

REPORTED especially for this publication by Messrs. Chandlee & Macauley, solicitors of patents, Atlantic building, Washington, D. C. Copies of these patents may be obtained from the above firm at 15 cents each.

511,752. Railroad weed mower. Frank J. Case, Arrington, assignor of one-third to Geo. T. Challis, Atchison, Kans. Filed June 17, 1892. Serial No. 437,021. (No model.)

512,216. Switch stand and switch operating mechanism. John H. Quimby, Concord, N. H. Filed Aug. 12, 1893. Serial No. 482,978. (No model.)

512,066. Freight Transferring Device. Oliver Spitzer, Brooklyn, N. Y. Filed Sept. 92, 1893. Serial No. 486,804. (No model.)

512,239. Apparatus for heating railroad cars. Henry R. Towne, Stamford, Conn., assignor to The Safety Car Heating and Lighting Company of New Jersey. Filed Feb. 4, 1887. Serial No. 226,569. (No model.)

512,236. Locomotive tender-box lid. William A. Stofer, Foxburg, Pa., assignor of one-fourth to Howard H. Porterfield, same place. Filed March 1, 1893. Serial No. 464,238. (No model.)

512,180. Tie-plate. Herbert W. Foote, Brooklyn, N. Y., assignor of four-fifths to A. Lincoln Clarke, Elizabeth, N. J. Filed March 2, 1893. Serial No. 464,442. (No model.)

512,103. Car coupling. Valentine Erbach, Scranton, Pa. Filed April 12, 1893. Serial No. 470,001. (No model.)

511,939. Car coupling. Green M. Dry, Albemarle, N. C. Filed Sept. 5, 1893. Serial No. 484,851. (No model.)

512,034. Station indicator. Charles M. Kiler, Indianapolis, Ind., assignor of one-half to Stephen Urmston, same place. Filed Aug. 1, 1893. Serial No. 482,043. (No model.)

512,181. Safety guard for railway cars. William J. Foster, Hoboken, N. J. Filed Oct. 20, 1893. Serial No. 488,669. (No model.)

512,145. Combined spark arrester and ejector. Truman E. Austin, Binghampton, N.



Y. Filed Feb. 15, 1893. Serial No. 462,381. (No model.)

512,077. Electrically controlled railway signal. James Wayland, Newark, N. J. Filed Ont. 5, 1893. Serial No. 487,289. (No model.)

211,955. Anti-friction side bearing for cars. Luther K. Jewett, Boston, Mass. Filed Sept. 4, 1893. Serial No. 484,766. (No model.)

511,973. Car brake. John F. Stevens, Ottumwa, Iowa, assignor of one-half to John Phillip Ullrich, same place. Filed April 21, 1893. Serial No. 471,267. (No model.)

### Electricity on the Canals.

A PUBLIC trial was held on Saturday, Nov. 18, of an electric trolley system for canal boat propulsion at Brighton, near Rochester, N. Y., in the presence of Governor Flower, Nikola Tesla, George Westinghouse, Jr., and a number of public officials, capitalists and others.

The Westinghouse company furnished the apparatus and paid one-half the expense of the experiment, the State paying the remainder, the entire cost being \$5,000. The electrical power was obtained from the Rochester Railway Company and was supplied to the boats by means of a flexible trolley system; the boat used was an old steam canal boat, from which the engine and boiler had been removed, and a large Westinghouse motor connected to the propeller shaft. The connecting wires ran from the motor up to two trolley standards of the same design as those used on street cars, one being for the return current. By the side of the steering wheel of the boat is a switchboard, which is so placed as to enable the steerman to control the electrical power as he pleases.

Several thousand spectators had assembled on the banks of the canal to witness the experiment. Governor Flower was escorted aboard the boat, accompanied by a large number of invited guests, and took his position at the switchboard; after some delay the canal boat was finally, by means of a tug, placed in position under the trolley wire, and the governor turned on the current.

The boat moved forward with surprising smoothness, and gained in speed until it moved at the rate of four miles an hour, the machinery working smoothly and the water astern being churned up very little. The boat passed along the canal for half a mile, turning curves, going under a bridge, and in and out of a lock.

The governor was highly pleased with the

experiment, and said in response to a demand for a speech:

"The test has resulted well, but of course we will have more of them. I am satisfied that with better apparatus and improved facilities an average speed of four miles an hour can be attained here on the canal. With horses but two miles an hour can be made. I am informed by the electricians that the expense of operating a boat by electricity will be about one-half that of steam. I think we shall see the boats on the Erie operated by this magic power before many years. One of the economies will be the abolition of the towpath. The canal now costs this state \$1,000,000 a year; nearly all that is expended in keeping the towpath in good condition.

"In 1829, when De Witt Clinton started from Buffalo for Albany on a canal boat, he had a military company as an escort, but there was no electricity to move boats or transmit news. They sent the fact of his starting from Buffalo to New York by the successive discharges of cannons along the bank of the canal and the Hudson River, and the time occupied in sending the message from Buffalo to Sandy Hook was one hour and fifty minutes. The people gathered along the canal rejoicing at the improvement. Forty tons of freight was all that was taken from Buffalo to New York the first season the canal was operated. Now 3,000,000 tons a day goes through. By the use of electricity as a motive power the tonnage may be increased to 12,000,000 daily without any cost to the people of the state. When canal boats shall all be propelled by electricity the horse and the mule will be given a rest, and the great medium for transporting the immense products of the West to the Atlantic, greater than the Canadian Canal or the Mississippi River, will be the Erie Canal. I consider it a great privilege to witness this test as governor of the State of New York, because I regard this successful demonstration that boats can be propelled by electricity as important an epoch in the commercial history of the state as was the opening of the Erie Canal. If the electricians are correct in their estimates, the expense of running boats on the Erie Canal will be reduced to one-fourth or one-fifth of the present cost."

Mr. Westinghouse, commenting upon the economy of running the electric canal boats, said: "I understand that eight men are now required to run canal boats. An electric canal boat will only require two men—one to run the boat at night and one in the day. Moreover, space will be saved, for there need not be any place left for stables for the horses or mules."



### The Strike Ended.

EDITORIALLY the "Railroad Trainmen's Journal" says: "The great Lehigh Valley strike which commenced at 10 o'clock, P. M., on November 21st, came to an end on December 6th. The boards of arbitration of New Jersey and New York were the means of effecting a settlement between the company and its former employees, after a conference first with the management and afterward with the committee representing the men and the officers of the organizations. After the gentlemen comprising the boards had interviewed all parties interested, the following letter was sent to Mr. E. P. Wilbur, president of the company, which opened the way for a settlement:

"SOUTH BETHLEHEM, Dec. 5, 1893.

"E. P. Wilbur, Esq., President Lehigh Valley Railroad Company:

"DEAR SIR: The state boards of arbitration of New York and New Jersey desire to know whether, if the existing strike is declared off, the Lehigh Valley railroad company will agree to take back as many of their old employees as they have places for, without any prejudice on account of the fact that they struck or that they are members of any labor organization; that in re-employing men formerly in its service, the available time shall be so divided among the men so re-employed that they may feel they are again in the service of the company and self-supporting; that in making promotions hereafter the company will make no distinction between men now in its employ and those re-employed, on account of seniority in service or otherwise; that when in the employ of the road committees from the various classes of employees will be received from the branch of service in which the aggrieved party is employed, and their grievances considered and justly treated; and that in employing men in the future the company will give the preference to former employees, when the strike is declared off.

"We further think that to prevent misapprehension the Lehigh Valley railroad company should confirm the rules posted by Mr. Voorhees August 7, last, as first vice president of the Philadelphia & Reading railroad company.

"We believe that these suggestions are reasonable, and that if they are accepted by your company the present strike will be at once terminated.

"Respectfully yours,

"G. ROBERTSON, JR.,

"Of the New York State Board of Mediation and Arbitration.

"J. P. McDONNELL,

"Chairman of the State Board of Mediation and Arbitration of New Jersey."

"To this letter Mr. Wilbur sent this reply:

"LEHIGH VALLEY RAILROAD CO.,  
OFFICE OF THE PRESIDENT,  
SOUTH BETHLEHEM, Dec. 5."

"Messrs. Gilbert Robertson, Jr., of the New York State Board of Mediation and Arbitration, and J. P. McDonnell, chairman of the State Board of Mediation and Arbitration of New Jersey.

"GENTLEMEN: I beg to acknowledge your communication of this date. The Lehigh Valley railroad company agrees to the suggestions contained therein and in the event of the present strike being declared off will abide by them.

"We recognize and willingly respond to your modification of our former understanding—that the available time may be divided so that the men re-employed may have some certain source of support.

"We further, of course, confirm the rules posted by Mr. Voorhees on August 7, last. The Lehigh Valley railroad company resumed possession of its lines on August 8, and the rules in question have not been rescinded.

"Very truly yours,

"E. P. WILBUR, President."

"The reply of President Wilbur was communicated to the officers of the organizations and the men. Its terms were accepted, the men notified settlement had been made and that they should report for work. They did so and the majority of them were re-employed at once and the remainder are going back as rapidly as business will permit and the 'scabs' can be disposed of. This will be but a matter of a short time for the general destruction wrought by them will overcome all the promises of permanent employment made when the road was making its great effort to down organized labor. The terms of the settlement cover just what the men asked for before they struck, and had the concessions been made at the time they were asked the strike with its destruction of property and loss of life and limb would never have happened. At the time of settlement some of the men preferred to hold out for an uncompromising settlement, with the return of the men in a body and the discharge of all the scabs, but calmer reason prevailed and in the end the men expressed themselves as satisfied with what had been done. This was certainly the wiser course; the organizations have held their own and remain intact, they gained the concessions they fought for, they will command the respect of the company hereafter and the rest will follow. This was in many respects the most remarkable strike the world has ever witnessed. The strict compliance to the laws of the states, the non-interference with new men, the sobriety and general good behavior of the strikers and the absence of the militia were all new departures in such affairs which formerly have



all been attended with riot and bloodshed. It was brought about in the defense of a principle of justice and not as strikes generally are born, through a desire for increased wages or shorter hours. Through misrepresentation and garbling of the truth at the commencement of the strike the real cause has been made a mystery to the reading public by the daily press. The public has asked: What was the principle at issue? In explanation we say—It was simply the refusal of the management to meet any committee of employees, representing their fellowmen, for the adjustment of any grievances they may have had. In the conference between the company and the men last August it was promised the men that none of them should be discharged without sufficient cause, and when desired an investigation or hearing should be accorded the man discharged, giving him the opportunity to set himself right if he could do so. This concession, like many others, was never allowed to become effective. Men were discharged from time to time without any apparent reason, and were given no opportunity to be heard as individuals, other than they were displaying too much activity in the federation movement. It is true that charges were trumped up a time or two, but they were of so flimsy a nature that suspension would have been unwarranted, much less discharge. The men quietly accepted the situation, they were not hunting trouble, until the last of October, when it became plainly apparent that membership in any one of the railroad organizations was to be had only at the sacrifice of position. They addressed a most respectful communication to General Superintendent Wilbur, asking for an interview, not as representatives of labor organizations but as employees, and were refused an audience, but were told that any individual having a grievance could present his case himself. After the refusal of the general superintendent they went to the general manager, Mr. Voorhee, who ridiculed their request and when asked to consider his promise made during the summer replied: 'It isn't worth the paper it is written on.' An admission he should have been slow to make for decency sake, as he was one of the principal parties to the agreement. After their vain attempt to be heard by Mr. Voorhees the men went to President E. P. Wilbur, but he also was on his dignity and refused to see the committee, saying he knew just what they had to say. This closed the last hope of appeal and there was nothing to do but use force when reason and argument failed or return home and calmly await the axe. Mr. Wilbur could have settled

the matter in an hour by promising the discharged men a fair hearing, keeping his promises and deciding the cases at issue honestly and on their merits. The dignity of the president would not permit him to grant any such concession to his men. He receive his men as equals? Never! But he informed them he would receive them as individuals. The men understood by hard experience that any individual, unsupported, laying his case before the management could use his time to better advantage looking for employment elsewhere as the affair could be summed up thus: An audience, brow-beating, intimidation and final repulse. A short story and a familiar one where men are received as individuals. The fact of the matter is that short association with the Reading gave the Valley a burning ambition to root out all branches of organized labor on its lines. They saw the organizations growing and the idea that they might at some time presume to ask for a conference with the officers was too alarming to be borne quietly; it savored too strongly of democracy, was threatening the dignity of plutocracy; it must be suppressed and the sooner done with the easier the undertaking. They commenced by discharging men who were prominent in the organizations, presumably with the idea that the others would profit by the hint, but they under-estimated the true worth of their men. Then the discharges came faster and the right to appeal was emphatically denied. The men saw the inevitable end, either withdrawal from their organizations or dismissal from the service, and their better natures rebelled against the unjust attitude of the company, for they could not be made to believe that 'Providence sent a few men into the world, ready booted and spurred, to ride and millions ready to be ridden.' The natural desire of men to resist oppression in any form was dominant; they preferred the preservation of their manhood to grovelling in the dust before the Lehigh Valley company; waiting final disposal at their hands, they struck. There was no alternative. They thought as did Ben Butler years ago when he said: 'If the workmen can be deprived of their freedom and rights by threats of starvation of themselves and their wives and their children when they act according to laws and their judgments, then they had better be slaves indeed, having kind masters, instead of being free men who are at liberty to do only what their task masters impose upon them or starve. And this question must be

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settled here and now.' And their action was the result of following their own judgments. If the company was right in refusing to meet the representatives of the men and claiming that a committee could not truly represent the sentiments of any body of men, how were three officers able to represent the stockholders of the company and consistently represent the sentiments of that body. The men surely had the same right to select representation as the company had the right to select officers. In this struggle our men were as right in their position as were the framers of the Declaration of Independence in theirs. The strike was called a sentimental one and it was, but the sentiment governing it was one of which every man may well feel proud; it was of the kind that makes men manly, independent, self-respecting and eminently honorable. The right of the men to the position they assumed was never questioned, but the most weighty arguments against the strike were the inconvenience it would bring to the public, the probable suffering it would entail upon the employees and that the conditions generally were inopportune for any such movement. For the first objection there is but this to say: The men going on strike were part of the great public, and we know of no moral law requiring part of our people to subject themselves to indignity and humiliation in order that the remainder may not be inconvenienced. If the public ever becomes honestly exercised over such matters it may have the good sense to take some steps to adopt a remedy. Corporations have a habit of saying "the public be damned," and the public thinks it has to be because money so declares. The men engaged in the strike accepted every responsibility, and while the sympathy of the public was appreciated at its true worth they fully understood the situation and were ready to make such sacrifices as might be required of them. That the time, from some points of view, was inopportune we cannot but admit. The time of the year, the great numbers of the unemployed, the wealth of the corporation, its political influence and the fact that the majority of the men had never been in the employ of any other company, but rather looked to the Valley as their home, all conspired to make the struggle an up-hill one from the start. But there was a principle involved, one dear to every man, the one great principle upon which our country's government was founded and the one upon which it now rests, the right to representation, the right to be heard, and in the vindication of that principle they declared themselves ready

for immediate action, believing there was only one time to protest against oppression and tyranny, and that was when it presented itself. It was a great surprise to many of our papers with corporation tendencies that there could be a strike for any reasons other than more pay or less work and in the beginning they condemned the men as fools, as unionists gone mad and complimented the company for the firm stand it had taken, but before the end of the fight they hedged and had to admit that the workingmen engaged in the battle were intelligent and thinking and considered it more important to fight for principle than money. They conceded the justice of the position taken by the men and advised the corporation to accede to the just demands of labor. Public sympathy was with the men from the start and it was never lost through any violation of law or order. The good behavior and solid sense displayed won for the men golden opinions and the best wishes of those familiar with the strike and its causes. No interference or intimidation, no destruction of property and no militia. A new record for strikes. Every man knew just what he was doing and was ready to abide by the results, and they were in the main satisfactory to the men. The company claims a victory, but where was there ever a strike that the company did not. The points fought for were conceded but the company claims the battle. The men, when they found they had to fight, prepared for it. They strengthened their organizations, they federated, they made financial preparation to withstand a siege, and when the time came they could not be either scared or starved into submission. Their federation was successful, for without it they would have been driven from the system. With it desertions from the ranks were few and the non-union men were inspired with the same impulses as were their union co-workers, and they staid with them to the end. The organizations are on the system to stay, and the fact has been demonstrated that one of the most powerful corporations in the world could not hold out against them when they were allied for defense and presented a solid unbroken front. The federation of the Valley men was a success because the men composing the organizations so willed it. There was a common cause, they fought together and won the fight but not without some sacrifices. There are few strongholds to be taken "in the name of the Great Jehovah and the labor organizations" without losing a man. It cost the company nearly a million to arrive at a conclusion to open the office doors. Experi-



ence is anything but a kind teacher and "The Journal" hopes that in the future trouble may be avoided, but if at any time the organization is confronted with similar conditions and our members are practically given to understand that membership in the brotherhood calls for sacrifice of position, if peaceable measures will not remove the objection to the organization, then our men are of the calibre that will not permit monopolistic tyranny without protest."

### One Day's Duty was Enough.

WE reprint this article by request; we think every agent will appreciate it: "No, no more railroading in mine," said the hungry reporter as he tilted his chair back and elevated his heels on the desk that the city editor called his when he was there. "There are some things in this world I'm not adapted for. That's one." The rest of the "Late Watch" gathered around with exclamations of amazement and surprise, and he continued: "You see, I once applied to a division superintendent for a job and was assured my application would be considered the very first vacancy that occurred. Then I waited. The suspense was not especially trying to me, but I could see I was wearing on the friends with whom I was boarding considerably. One day, however, the "caller," the man who rounds up the trainmen when they are wanted to go on a special, came around with a note requesting me to call at the superintendent's office. Of course I complied with the request, and was told they wanted me to act as assistant agent for a day or two at a place called Beaufort, or something like that. 'This train don't stop at Beaufort, young feller,' said the conductor as he pocketed my pass and proceeded calmly on his rounds. I would like to ask him what I was expected to do about it, but his countenance was so stern and forbidding I did not dare. We were rapidly nearing my destination, and something had to be done, so I informed a brakeman of my predicament and he kindly volunteered to ask "Fatty Duff" to slow down a little at Beaufort and let me off. I presume he did so, yet if there was any reduction in the speed of the train it was too slight for my unpracticed eye to detect. The brakeman encouraged me, however, and as there appeared to be no other alternative, when we were abreast of the platform I let go and dropped. I did not light right away, but when I did land the concussion was something awful, and as I rolled over and over, it seemed to me that I must have gath-

ered up about all the splinters there were in that platform in different portions of my anatomy. I was still gyrating when the last car whizzed by, but I heard the 'hind man's' timely warning, 'Look out, young man, you'll tear your clothes.' It was a rickety old station, the walls frescoed with mashed potatoes, empty chicken coops, fruit boxes, berry chests and watermelon rinds scattered about the platform exhaled a faded and depressing odor, and the only visible indications of life or death were the swarms of flies buzzing drowsily in the hot sunshine. I picked my way to the office and presented my credentials to the agent, a tall, lank man with a long neck, careworn features and a stiff hat that looked out of place in the midst of such rural surroundings. He was absorbed in a newspaper, and it was sometime before he noticed me. At length, however, he threw down the paper, read my letter, and invited me to make myself at home. Then he unbosomed himself. 'I'm sick and tired of this business,' he said. 'The work's enough to kill a mule, but it's injustice and lack of appreciation that makes me hot. You can't pick up a paper without seeing a lot of rot about the heroism of locomotive engineers and the terrible responsibility that makes train dispatchers hump-shouldered before their time, but never a single, solitary word about station agents. Why, to read the papers a person would think an engineer went through life with his eye glued to the rail and a death-grip on the reversing lever, and that the train dispatcher had to put in all his spare time sopping his head with hair vigor to keep from turning gray in a single night. But look at the facts. Any track walker can tell you that an engineer is asleep more than half the time, when out on the line, and that the only way to call his attention to a slow flag or a stop signal is to heave a rock through the cab window, while as to the dispatcher, we all know what he is—a petty tyrant with an eight-hour trick whose most arduous duties consist of rawhiding up poor wretches out on the line, bulldozing us into sending him a regular tribute of fruit, fresh eggs and butter. Heroism! responsibility! Well, if it ain't enough to give one a distaste for drink!' And he disappeared in the direction of a saloon about half a mile down the road. When he returned he gave me an idea of my duties as assistant agent. 'You're familiar with the interstate tariffs and the transcontinental classification, I suppose?' he said. I was obliged to confess my igno-

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rance. 'That's bad,' he replied. 'You'll find 'em all in those files. Besides the tariffs there's 724 supplements and 1'647 amendments, in addition to 2,286 circulars that you should post up on. Then there's the special commodity rates and the modified rulings as applied to the different tariffs, and the new rulings—there's 489 of 'em—that have appeared since the last classification was issued. After you get all those down pat, it would be well to devote a little time to the local classifications and tariffs—learn the terminal points and get the routing instructions committed to memory. Hello, there's that freight coming at last. Tell 'em there's nothing for 'em. I've got to go across the street and collect some bills—you can check out any freight they've got,' and he again withdrew.

"The conductor walked in and said:

"'Ask 'im if he's got anything for No. 23.'

"I put the question to the train dispatcher over the wire, and he answered 'No' very plainly and distinctly. After a while the train pulled out, and I was looking for the 'soup ticket' to report them when the train dispatcher began calling the office.

"I answered and he said: "Get No. 23.'

"'They're gone.'

"'Stop 'em.'

"'I say they've gone.'

"'Fetco 'em back.'

"'They've gone, I s—'

"'Shut that key and go and bring that train back for orders.'

"I closed the key and wandered aimlessly out on the platform in the vague hope of seeing the agent or that something might happen. To my surprise I saw that the freight had stopped at the other end of the yard, about three quarters of a mile away. I could still hear the dispatcher calling, and knew by the vicious sound of the instruments that he was mad. Thoughts of collisions and the possibility of being responsible for a terrible accident flashed across my mind, and I started for that train on a run. The distance was greater than I imagined, and I was completely blown when I came up with it. The conductor was lying on his back under the car fixing something about the air brake. I managed to gasp out that the train dispatcher wanted him for orders.

"'Tell him to go plumb to h—' shouted the conductor, and then calmly continued his labor. As there seemed nothing else to be done I started back to the station to deliver the message and had gone but a short distance when the engine passed me backing up to the office. It was going too fast for me to board

it, so the conductor and engineer had been waiting ten minutes or more when I eventually reached the station.

"'If it's all the same to you, partner,' said the conductor with freezing politeness, 'we'd just as soon get out of here. We've got families at the other end of the run, and 'ud like to get there before they grow out of remembrance.'

"I walked into the office and told the dispatcher I had stopped the train.

"'Why don't you be all day about it?' he answered. 'There's nothing for them—it's too late to help 'em now.'

"I was afraid of the conductor when I told him this. His jaw fell, and for fully a minute he gazed at me in round-eyed terror, then rushed from the office and yelled to the engineer: 'Git a move on yerself! Git out of here before he has another fit!'

"The agent returned. He looked more careworn than ever as he sank wearily into the one chair the office afforded.

"'Well, how you making it?' he asked, and I stated so far the progress seemed satisfactory.

"Next he looked at the way bills and wanted to know if I had unloaded that cow yet.

"'No,' I answered, 'not yet.'

"'Not yet,' he shrieked. 'Great Scott, man, what does sections 4,389, 87 and 88 of the revised statutes of the United States and section 2, chapter 3 of the act of April 3 1889, say?'

"I was about to confess my ignorance but he stopped me.

"The cow was unloaded immediately. When I returned to the office he called my attention to a bill of ninety-eight cents I had collected on a washing machine.

"'You corrected that bill before you collected it, I hope?'

"'Corrected it. No. What's wrong?'

"'Oh, a mere trifle; that comes under the interstate commerce law, and by overcharging thirteen cents you've made us liable to a fine of \$5,000 or two years in the penitentiary, or both—that's all. See what circular 2,201 says: Agents who violate any of the provisions of the interstate commerce law will themselves be personally liable to the penalties imposed thereby. Ignorance of the law is no excuse for its violation. That's soothing, aint it? And there is a case of brandy you have forwarded to Iowa, a prohibition state. That's another misdemeanor, but, thank God, we can probably escape to the hills before the authorities get on to it.'



"He sprang from his chair and began pacing the floor, muttering to himself, 'Oh, no; there's no heroism required to run a station—no responsibility attached to the position. Fines are laid up for you, jails and penitentiaries yawn for you; but that's nothing—that's merely the every-day routine.'

"He caught sight of the express book and stopped short.

"Those mails," he faltered, looking at me imploringly. "You examined that bird, as the law directs, to see that it had not been captured by a net, pound, weir or trap? You know rule 86 says agents must acquaint themselves with and be governed by the game laws of their state and territory."

"As the agent," he said, and his voice had the terrible calmness of despair, "I am responsible for your crimes—I am forever undone, but I bear you no malice, it was fate whatever happens, remember I forgive you, but," and he jammed his hat down over his ears and his eyes glared wildly, "they will never take me alive!"

"Then he strode out of the office and disappeared.

"Presently a freight train came along and halted for water. It so happened that an empty box car stopped right opposite the office, and as I gazed into the hospitably open door, a great homesickness and a yearning stole over me. For a moment I hesitated, but a scream of mortal anguish reached my ears from the direction of the saloon and decided me.

"Softly closing the office door, I crept into the untenanted car and when the engine had 'taken up the slack' and pulled out of Beaufort my career as an assistant agent was at an end."

#### What Is Electricity?

TO the metaphysical mind on the one hand and to the confident ignoramus on the other, the mysterious nature of electricity offers a fruitful subject of speculation. To the latter, especially, it seems a reproach that the true nature of electricity has not long before been made manifest, and he is always prepared to dash off an explanation with much more confidence than Newton proposed his theory of gravitation. It seems inexplicable to the public at large that the mystery surrounding electricity is not dispelled. The successful business man, who prides himself upon always getting to the bottom of everything, cannot understand why this one problem, as he believes, remains unsolved, and, perhaps uncon-

sciously, thinks that if his work had been in this direction, his "hustling" abilities would have produced a more favorable result than attained by scientific theorists. It does not seem to occur to those who are impatient to have the great question, What is Electricity? answered, that we are in just as dense ignorance as to the mechanism of other phenomena. Gravitation, light, heat and chemical action are in the same category of scientific mysteries and have had centuries more of thought bestowed on them than has been devoted to the new agent. While it now seems that we may be on the threshold of one of the greatest discoveries of the human mind, yet it is possible and even probable that the knowledge of man may never be permitted to extend to the entire solution of the problem, for it is the very problem of the universe itself. Assuming what seems to be unquestioned, that electricity, electrical action, or whatever we may call it, has its seat in the atoms or molecules of matter, or of the hypothetical matter, ether, we are brought face to face with the same conditions that confront the cosmical philosopher. As the latter can never hope to have his material vision extend to the bounds of the universe neither can the molecular physicist hope to materially appreciate the ultimate elements of matter. Lord Kelvin has shown that if a drop of water were magnified to the size of the earth, one of its constituent molecules would only be magnified to approximately the size of a cricket ball. Bearing this in mind, the immensity of the problem which is so often flippantly referred to is evident. True, we may demonstrate the exact relation between electricity and magnetism, and may satisfactorily connect these with other phenomena, and even obtain a working hypothesis that will answer all scientific needs, but the ultimate solution may forever evade the human mind. Whatever we do learn, however, will not be through the speculations of metaphysicians or the guesses of tyros, but through the physical investigations of Hertzes and Teslas. While as a mental training metaphysical speculation may have its use, the absolute lack of additions to our real knowledge during the many centuries from Plato to Bacon, when metaphysics held full sway, is conclusive that nothing can be expected from this direction, and merely speculative theories in regard to the nature of electricity deserve as little consideration as is now given to the metaphysical vagaries of the Schoolmen of the Middle Ages.—*Electrical World*.

Rubber Stamps 5c each.

Wm. A. Bell, Mfr., Bolivar, Mo.



### The Last Ear of Corn.

Yes, neighbor, I am poorly now, an' Jane, my wife, you know,  
Is gettin' mighty feeble, too, an' pale an' peek-  
ed, sho'.  
I sometimes see the corner of her little thread-  
bare shawl  
A stealin' upward to her eyes to ketch the tears  
that fall;  
I see them, an' I whistln, but the lursp within  
my throat,  
In spite of all my efforts, puts a quaver in the  
note.  
You know that to be merry, with five little  
mouths to feed,  
A-knowin' they hadn't half enough, is pretty  
hard indeed;  
Fur what I'm tellin you is true, as shore as  
you are born,  
The bailiff's leveled on an' tuk the last year of  
my corn.  
Jest lemme have your knife a bit, an' pass your  
plug o' weed,  
An' then I think, perhaps, I may find courage  
to perceed.  
You recklerect that mule I bought, an' give  
my note besides?  
Well, in the busiest plowin' time, the critter  
up'n died;  
So then we had to scuffle roun', an' break my  
Jimmie's steer,  
An' make out jest the best we could the bal-  
ance of the year.  
The drouth, hit cut the corn crap off, not half  
a crap was made,  
It sot in then to rainin' like as if it had been  
paid,  
Tell what with drouth an' drowndin' an' bad  
luck of every sort,  
The cotton shedded half its fruit, an' turned  
out pow'ful short.  
I promised two bales fur the rent, an' fur the  
mule two more,  
An' 'lowed to git my eight or nine, but barely  
gathered four.  
In consequence the cotton went to pay them  
what I owed,  
Which left me nary cent to speed us down the  
New Year's road.  
Yet, I'll not grumble, neighbor, notwithstand-  
in' of this thorn,  
Fur God he gave the harvest, tho' the bailiff  
took the corn.  
Yet, pardner, when the bailiff come an took  
that corn away,  
It was the saddest, saddest time I've seen in  
many a day;  
Fur 'twas the only grub we had, an' when 'twas  
sacked an' tied,  
Five children knew jest what it meant, an' all  
sot down and cried.  
Misfortunes never singly come, I think I've  
heered it said;  
We'd been a livin' thouten meat, now we were  
thouten bread,  
So what was left for me to do but kill poor  
faithful Ball,  
Who'd made our crap in summer time, an'  
hauled it in the fall;  
Who'd plough, his tongue a hangin' out, just  
like a horse we said,

An' pick his livin' after night when we were  
snug in bed.  
To kill that gentle beast, that worked for us  
so hard,  
I tell you 'twas the ungodliest task life ever  
set me, pard;  
But poverty an' sentiment, they allus ill agree.  
An' so I slayed that little steer mos' like a  
child to me.  
The children cried again, at fust, then laughed  
that we, forlorn,  
Had now enough of meat, altho' the bailiff  
had the corn.  
My wife had sot her heart upon a bran new  
Sunday gown,  
But she will hafter wear the old so frazzled,  
thin an' brown;  
An' Santa Claus, the children thought, would  
come on Christmas Eve,  
To fill with gimcracks all their socks before  
he tuk his leave;  
But Santy is a reatecrat, he is, fur sartin shore,  
A humpin' 'long to see to see the rich an' skip-  
in' all the pore.  
Sore disappointed were they all, an' I, among  
the rest,  
Because I could not shoe them all, nor have  
them warmly dressed.  
My credit, it had given out down yander at the  
store.  
An' till I paid for what I'd had, they'd let me  
have no more;  
Fur ginst me yet a balance stood, their jour-  
nals to adorn,  
A notwithstandin' of the fac' they'd sent an'  
got my corn.  
God knows I'd worked the blessed year, an'  
'twas no fault of mine  
That craps fell short an' notes come due an' I  
come out behine;  
'Tis but the same old problem tried, thus  
solved these many years,  
The landlord thrives upon the rent wet with  
his tenant's tears;  
An' tenants they grow shiftless, pard, despair,  
an' try no more,  
When Poverty forever stands a gardin' of their  
door.  
Agin them as has tuk my crap, I bear no  
grudge at all;  
I owed it, but they might have mixed some  
honey with their gall;  
Fur these hard times, as shore as we are settin'  
on this fence,  
Folks should some feller-feelin' have as well  
as dimes and cents.  
How I shall feed my little chaps, an' get along  
this year,  
Is somethin' I have thunk erbout, but can't  
make very clear.  
But, yet, I'll trust the Lord of all who doth the  
sparrow see,  
An' if we're not too cussed mean, He'll care  
fur mine an' me;  
An' then, perhaps, some day He'll take us to a  
better worl',  
An' lead us roun' the golden streets an' thro'  
gates of pearl,  
Whar Gabriel stands a shinin' thar, an' blowin'  
of his horn,  
An' bailiffs never come to take the last year of  
your corn.

— William T. Dumas.





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Headquarters Grand Division, 445 Arcade Building, Cleveland, O.

### How to Join the R. A. A.

READERS of THE STATION AGENT who are not members of the Railway Agents' Association can make no better beginning of the new year than by joining this representative of the traffic earners of the railroad service. The platform of the R. A. A. will certainly commend itself to every agent. We quote from the constitution:

#### ARTICLE III.

"The Association shall seek to attain these objects, by the details of organization as hereinafter described, by correspondence and personal intercourse between members individually and through the columns of an official organ, by holding conventions of the Grand and State Divisions, by inviting the co-operation of railway officials, by not resorting to strikes as a means of settling differences between railway companies and employees, and by preventing as far as possible, teaching of students the art of telegraphy or station work of any kind, except to regular paid employees of the railway companies."

The objects and policy of the association are given in a pamphlet issued by the Grand Division and are as follows:

The Railway Agents' Association is an organization of traffic representatives of the railway service. It embraces in its ranks Agents of all classes, Bonded Cashiers and Chief Clerks. Its objects are as follows:

To increase the efficiency of the vast army of Agents.

To combat the hostile sentiment against railway interest in the public mind in many communities.

To impress upon railway managers the necessity of bringing the Agents under the direct control of the traffic department as far as possible.

To practically demonstrate the fact that the Freight and Ticket Agents, as the revenue earners of the railway service, are, or should be, the best and most intelligent class of men in the employ of the companies, and that the financial prosperity of a road depends on their efficiency and thus to make agency work the best paid branch of the service.

To establish and operate a Guarantee Company.

To conduct an Employment Bureau for the benefit of our members.

To prevent the indiscriminate teaching of "students" in railroad telegraph offices.

To educate our members through our official paper and by meetings to a better understanding and appreciation of their duties as agents and railway employees.

To prove that the agents are above the necessity of resorting to the methods of radical labor organizations in the association representing their branch of the service.

It is taken for granted that every railroad man into whose hands this pamphlet may fall, and who is eligible for membership, has convinced himself that he ought to be a member of the Railway Agents' Association. The next question is, How shall I join and what is it necessary for me to do? These are inquiries that are easily answered. On this page will be found an application blank which should be filled out and sent to the Grand Secretary, R. W. Wright, 45 Sheriff street, Cleveland, O. The amount of the initiation fee is \$3, and the dues \$5 per year, or 42 cents per month, payable in advance. Dues may be paid either annually or semi-annually in advance. That is, a member may remit for the entire year or for six months. For instance, if application is



made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, *THE STATION AGENT*. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause.

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

#### Notice.

ALL communications for the official department of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself responsible only for such matter as may appear in our official department. While we have the utmost confidence in *THE STATION AGENT*, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by any affiliation with ours or any other organization.

#### The R. A. A. Badge.



CONSIDERABLE dissatisfaction having been expressed in regard to the old badge of the association on account of the blindness of the design, the Grand Division has had manufactured a new badge, which is shown herewith. It is in three colors—gold, blue and white—and makes a beautiful emblem. Buttons will be furnished to all members upon receipt of \$1.50, and all orders should be sent to the Grand Secretary. All members should have one of these emblems.

#### Dues for 1894 Are Now Payable.

Members may remit for either full year (\$5.00) or for six months (2.50). Remit as early as possible so that you may have your new traveling card by the first of the year.

All members of Grand Division should remit to Railway Agents' Association; R. W. Wright, Grand Secretary, Cleveland, O. Members of local divisions to their local division secretary, unless otherwise advised.

**CERTIFICATES AND BADGES.**—The handsome new membership certificates of the Association tastefully framed in oak will be sent to any member upon application to the Grand Secretary for 50 cents postpaid. It makes an appropriate and handsome office ornament.

The official badge in form of button can also be procured through the Grand Secretary for \$1.50.

We present to you the best railway journal in the land for one dollar per year.

### RAILWAY AGENTS' ASSOCIATION. APPLICATION FOR MEMBERSHIP.

To Officers and Members of . . . . . Division.  
Having received a favorable impression of the Railway Agents' Association, and being eligible to membership therein, I hereby apply for membership, under the jurisdiction of your division, and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of said Association. I am at present employed by the . . . . . In the capacity of  
Company at . . . . .

Enclosed Fees, - \$ . . . . .	Name . . . . .	Post Office . . . . .	State . . . . .
Dues, . . . . .			
Total, . . . . .			

We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.



### A Freight Checking System.

**M**R. J. B. MOCKRIDGE, freight agent of the Lehigh Valley at Pier 56, North River, New York, is the inventor of a freight checking system which is particularly well adapted for use at large stations. The work is done by a small machine of about the size and form of a sewing machine. This machine prints automatically adjacent to the description of the goods on the duplicate shipping receipt or waybill a consecutive package number, (giving each package an identity) and also, with the same operation, prints at will of the checker the depot car number designating the car into which the package is to be loaded. The checking machine also duplicates said consecutive package number, and depot car number on a paper ticket. These depot car numbers are intended merely to simplify the designation of each car which is to be loaded. A number of small lock-boxes are required, such a box being hung on the outside, and near the door of each car which is to be loaded at the station. The lock-boxes form safe receptacles for the tickets, each box bearing in large plain figures the depot car number of the car on which it is temporarily hung.

To illustrate the *modus operandi* of the system at a forwarding (or receiving) station, let us suppose that goods are offered for shipment consisting of two bales of dry goods for Chicago. The goods being received and receipted for in the usual manner, the trucker takes the two bales on his hand truck to the checker at the checking machine. On comparing the marks on the goods with the duplicate shipping receipt, the checker sets his machine to the desired depot car number, in this case 10, as the goods are destined to Chicago. The checker then places the duplicate shipping receipt under the registering wheels on the left of the machine and, with two quick pressures of the foot, prints car numbers and consecutive package numbers in duplicate on the receipt and ticket. The impressions are made so rapidly that the time consumed is inappreciable.

The trucker now delivers the ticket and goods to the stevedore at the proper car, in this case 10. It will be seen that by means of the ticket the stevedore is given printed instructions to stow the goods in car 10, it being understood that he is required to compare the depot car number on the ticket with that on the car before he allows the trucker to enter. It is now the stevedore's business to drop the ticket into the lock-box on car 10 and then to stow the goods.

Every stevedore is provided with a ticket punch and is required to punch each ticket before depositing it in the lock-box in order to establish his identity and responsibility in connection with the transaction. All the goods offered for shipment are treated in the same manner as above and the receipt will finally show depot car number 10 and a different package number opposite each description of goods. In due course the duplicate shipping receipt reaches the billing clerk who, having the daily layout card before him, can tell at a glance by referring to the depot car numbers printed on the receipt whether the checker sent the goods into the proper car. Presuming that the cars have been properly loaded and sealed, the final operation is to remove the lock-boxes from the car to the checker's office. The boxes are then opened, the depot car number on each ticket examined, and, if it corresponds with the number of the box in which it was found, the tickets are filed as records. At a transfer station the working of the system is exactly similar, with the exception that way bills take the place of duplicate shipping receipts.

The owners of this system say of it: "In substantiation of our claims as to points of excellence of this checking system, we would first call attention to the important element of correct loading which is insured. The checker, instead of having to keep written records, can give his undivided attention to the comparison of the marks on goods and duplicate shipping receipt or waybill in connection with his loading orders and daily layout card, which are before him at all times. Neither is he exposed to the elements, but has a comfortable booth to work in, in fact everything combined to enable him to do correct work and to make the position of checker a desirable one, and for this very reason enabling a railroad company to retain a good man in this place. The trucker is not liable to make mistakes, as his ticket directs him to the proper car, which he is not allowed to enter without the stevedore's orders. Last of all, the stevedore is also directed by the ticket into which car to stow the goods in each case.

"We have also claimed that the records enable the agent to place individual responsibility; in other words, in case of any chance error to designate the man responsible for same. The checkers' errors are discovered through his imprints on duplicate shipping receipts and tickets. The stevedore's individual punch-mark on the ticket establishes his identity in the transaction, not alone in case of erroneous loading, but also when damage



ensues through improper stowing of goods. The billing clerk is identified by his handwriting, which establishes his responsibility for passing checkers' errors.

Our next claim was that the records show into which particular car each individual package of freight was loaded, be it loaded correctly or incorrectly. If, for instance, on examining the tickets in lock-box 10 we find them all bearing depot car number 10, then car 10 was certainly loaded according to checker's orders; but if a ticket turns up in lock-box 10 bearing, say depot car number 5, we know that a package intended for car 5 was wrongly loaded in car 10. By reason of the ticket and duplicate shipping receipt or waybill controlling each other, inasmuch as they bear duplicate package and car numbers, the identity of the stray package is easily established by comparison of ticket and duplicate receipt or waybill, and if too late to make the transfer to the proper car on the spot, the 'over' and 'short' can be readily adjusted by wire without serious delay to the goods in question.

"Finally, as to economy in the cost of freight handling under the Mockridge Freight System, the operation of checking is so simple and rapid that one man with his machine can do the work of several checkers working under any of the old systems. Another source of economy lies in the fact that the truckers have to make only one short stop on each trip to receive a ticket from the checker. If the goods are weighed, as at most forwarding stations, the operation of weighing and checking together involves but one short stop of the trucker. As everyone familiar with the business at large forwarding stations knows, the frequent congestion of freight, especially during the busy hours of the day, is caused by slow checking, long lines of truckers having to wait their turn, and this generally happens at the very time when delays are costly. But the rapidity of the system here presented is such as to permit of freight being checked as fast as received, thereby avoiding these troubles entirely.

"In conclusion, there is one more feature of merit to which we wish to call attention in order to insure an appreciation of the true value of the Mockridge Freight Checking system. It is the avoidance of numberless claims incident to imperfect checking methods which permits of erroneous loading, and make it impossible for the railroad company to positively locate 'overs' and 'shorts,' this condition of affairs often resulting in loss of business in cases where shippers become dissatisfied on account of delays and loss of goods and with-

draw their patronage in favor of competing lines, even though the delinquent railroad may have settled the shipper's claim. It also inevitably follows that the anticipated decrease in loading errors means a corresponding relief of the tracing department and unburdening of the wires."

Mr. Mockridge is a member of the Railway Agents' Association, and we wish for him the fullest measure of success for his practical and ingenious invention. He can be addressed at 404 West Fourteenth street, New York City, and will be glad to furnish further information to anyone who may be interested on the subject.

### Pay Up Your Dues.

THIS issue of THE STATION AGENT will reach members about the date of pay day, and we trust that every member will attend to the important duty of keeping themselves in good standing in the association. So much has been said in regard to dues in the past that it is almost superfluous to repeat the advice again. See to it that your dues are forwarded before the last day of January. If you can't do this, write to the secretary, stating when payment will be made, so that your name may be kept upon the mailing list of the official paper.

### The Boston Convention.

A NUMBER of applications for space on the official train have come in from members. We want everyone who expects to join the party to notify the Grand Secretary at the earliest possible date. Further details as to arrangements and cost of trip will appear from month to month in these columns.

### For Two Dollars a Day.

SLOWLY but surely the skies are brightening for the employees of the station service. It is but a few years since the question of salaries of agents has been given even a passing notice by anyone except those most vitally interested in the subject. The persistent agitation of this question by the Railway Agents Association for the past two years has brought it prominently before the railway world and the public as well, and while to many members, whose observation is confined to their immediate surroundings, it may seem that little progress has been made, yet to those who can view the situation as a whole, it is apparent that there is a growing interest among railroad officials, particularly in the traffic departments, in this subject, and that



its results are being made manifest in numerous instances. A large number of agents are also operators, and we see every day in the newspapers of the country that not only is the public waking up to the necessity of a reform in this branch of the service, but that the question is receiving the attention of our law-makers as well. Here is a clipping from the *Boston Transcript* which is an evidence that interest in this subject is not confined to ourselves alone:

Two men are busy at or near a suburban railroad station, separated in their labor only by the width of the tracks and yard. One is an Italian who can speak but little English, and is employed in shoveling coal into the carts of a local dealer. He works nine hours a day, after which time he is his own master. The other man is an American. He is an intelligent man, an experienced telegraph operator, and is station agent. Sixty or seventy passenger trains stop at the station daily, and nearly a hundred more pass it without stopping. He is responsible for reporting by telegraph the time of passage of every train, and for all train orders delivered at his station. In the course of a year he handles very nearly \$40,000 in cash, and is charged for the tickets in his rack, and gives bonds for the faithful performance of his duty. He keeps a cash account, looks after freight bills and way-bills, makes a daily record of freight cars left at his station, which is a junction point, giving their number and the lines that own them, their destination, hour of arrival and departure, in his care. He is expected to see that the station is kept neat and clean, and inspects the switches. Moreover, he is responsible for the fidelity and activity of one signal man and a gate tender. He works part of Sunday, and on week days may be called to his station as late as 11:40 p. m. He and the Italian coal shoveler are each paid \$2.00 a day. And yet we wonder at the number of railroad accidents due to the mistakes of station agents and telegraph operators.

The Railway Agents' Association is sowing the seed from which its members and the entire station service will reap the harvest in the not far distant future. All is being done in this direction that circumstances will permit, and if every agent in the country would lend his assistance to the work the progress would be more apparent.

#### Filing of Freight Rates.

[The following letter, from the columns of *The Missouri Railway Agent*, we know will interest all agents, and we hope will arouse other agents to give their "plan." We shall be pleased to print any and all such.

It is a fact little appreciated by those outside the railway agent's office, how voluminous and confusing rate classifications and instructions become during a few months or

years, and taken in connection with the various other duties performed by an agent at the ordinary station, such agent must be a walking compendium or must have some perfect system of reference. The greater number of rates and special instructions are used only at widely separated intervals, and then changes are constantly occurring or special orders issued from time to time with reference to some specific clause which must be recorded or memorized, and the chances are certain clauses will be materially changed a number of times without the issuing of completely revised instructions.

And when one man combines in one person freight agent, ticket agent, baggage agent, express agent, telegraph operator and general utility man, and shipments cover almost every conceivable kind of commodity to all points of the known world are presented for quick dispatch he *must* have an exceptional memory or perfect reference.—ED.]

The talk of filing freight tariffs has of late years grown to be one of no small moment. Ten to fifteen years ago a good sized station got along very well with half a dozen small pamphlets called freight tariffs and almost any plan of handling them would do, but in these days of hundred paged tariffs on which chapter 2 (amended No. 1) not infrequently gets ahead of the prospectus it taxes an agent's ingenuity as well as his patience to arrange them so he can instantly lay hand on any one desired. Some agents (I don't think they are R. A. A's.) dump their tariffs all in a heap and what a mighty time they have when asked for an unusual rate. And when they do finally find the rate they think they want the chances are that the tariff has been cancelled and they don't know it. Again, some agents arrange their tariffs in great volumes with indexes for each. For some purposes this is a very good plan, but in my opinion it is not well adapted to station work. It takes too long to run through your index and through a large file to find your tariff. I prefer mental to written indexes every time.

While I do not claim my plan of filing tariffs to be the best that can be devised, I think it is simple and easily handled. It is this, Separate your tariffs into two general divisions, commodity and class. Taking the commodity tariffs divide them into live stock, forest product, field product and mine product. The first will include only live stock tariffs, the second lumber, logs, cord wood, etc., the third grain, flour, hay, etc., and the last coal, clay, ore, lime, salt, and other minerals. Arrange these files without reference to terri-



tory covered, simply following the nature of the commodities. In class tariffs, file so far as possible by territories. Thus, in one file I have St. Louis, Chicago, St. Paul, Kansas City, St. Joseph and Omaha, Sedalia, Carthage, jobbers and local distance tariffs. Another contains Memphis, Tenn., Arkansas and Louisiana, another Colorado and Utah common points and Pacific coast terminals, and one for Texas and Mexico. From local distance tariffs make up a sheet showing first four classes to local points, prefixing each station with its distance, the prefix to be used for other class and commodity rates. Special commodity tariffs, denominated "I. S. Tariffs" on the Mo. Pacific, can be easily handled by making up a sheet showing commodity, station to or from, rate and authority number for rates affecting your station.

The proper time to file tariffs and amendments is today. For file covers I use old book backs of any size larger than tariffs. If this plan of filing proves useful to any one I shall be amply repaid for outlining it, and if any one has a better plan it should be pleased to see it in *The Missouri Railway Agent*.

E. N. SIMONS.

#### The Burlington is Sustained.

A DECISION was promulgated Jan. 10, by the chairman of the Western Passenger Association which fully sustains the position of the Burlington Road in regard to its contracts with the tourist agencies of Cook & Sons and Gage & Sons. It has been contended by the other roads that the Burlington was guilty of an infraction of the agreement in allowing these tourist agencies to sell its tickets at points within association territory. The chairman finds that at the reorganization of the association last June these contracts were filed with the chairman by the Burlington and were specifically exempted from the terms of the agreement. Efforts have since been made to get the Burlington to cancel these contracts, but they have been unavailing. The Burlington is willing to meet the other lines in a discussion of all the questions relating to the business, but is not willing to cancel the agreement prior to a general adjustment of all these questions. The decision justifies the Burlington in its position, but authorizes all other lines to meet its action.

Agnes—Well, I want a husband who is easily pleased.

Maud—Don't worry, dear. That's the kind you'll get.—*Elmira Gazette*.

DEAR STATION AGENT: We in Ontario belonging to the Agents' Association are much pleased to receive once a month our STATION AGENT, brim full of interesting railway news, and so well written as the articles all are, but we are surprised to find so little Canadian news, scarcely a word about your brothers in arms north of Lake Erie and Ontario. Probably it is our own fault in not sending you some items now and again. Railway matters in the Dominion are not particularly booming just now, the traffic is not to say dull, still dividends are not burdensome to European stockholders, if reports are correct, and the fault is assigned to "cut rates and competition." For the life of us, on the spot, we can't see where it comes in. The great cause, we think, is too many big salaried officers, and each has a dozen or more clerks to do their work, and when any curtailing is done it is on the already underpaid \$500 or \$600 man, if not off the poor track man. There is a great many changes in the personnel of the railway station staff in all our Ontario roads, agents moved about as on a checker board like a block of wood, his interests in no way considered, nor even that of the patrons of the roads. Some wire puller wants a position and it may cause half a dozen moves; one first class agent on one of our Ontario roads had to vacate his office because he could not supply cars and because he found that some shippers shipped merchandise 3,000 pounds per car under weight. The agent, for his care and watchfulness in the company's interests, was removed, and offered a small, one-horse station, and on his refusal, the company gave him a very important clerkship only, at reduced pay, and had the gall to offer it to him permanently, which he refused, and they kept him waiting for years under promise of reinstatement. Getting weary at the delay and nothing offering (no suitable opening occurring) the man resigned the service.

Well he might after such treatment. This is a sample how good, active and faithful men are treated on this side of the line.

But I do not think our Canadian roads all act so. Good men should be sustained, or it will demoralize the profession. No honest man will shut his eyes to a fraud on his employers, even if he does only get ill will from the shipper, and no thanks from the company. Late years it seems that in railway life the only man wanted is the polished, come easy, go-easy one who can go up to the bar and have his social eye closing glass, and let the railway company he serves find out for themselves the fraud or let it go undetected; the company is



rich and it would give him no thanks, and it might mar his social tips considerably, or perhaps lose him his position. More some other time, friend AGENT, but don't forget the Canadian boys.

ONTARIO.

FRIEND ONTARIO: We don't forget the Canadian boys, we send them the best we have every month; it might be better. We hope the Canadian boys will keep us informed of what transpires in the Queen's Dominion. We certainly shall be pleased to let the whole world and Mexico know how Canada conducts herself.

We want every reader of THE STATION AGENT to feel that the columns of THE STATION AGENT are always at their disposal on railway topics, or personal ideas, and personal mention of railway men. Station agents and ticket agents and other employees should bear in mind, and appreciate, the fact that this journal is especially conducted in their interests, as no other journal is. We hope to mould sentiment in their favor and at the same time to make them broader and better informed men. As a class they are bright and active, they work hard for their money, they have little time for reading, but their success depends upon their own advanced knowledge.

We are trying to glean for you, and we want you all to give us whatever you can to assist us.

If you wanted to develop your physical strength you could not accomplish it by sitting down and looking at your fellow use the "health lift," or partake of the strengthening refreshments. If you want to develop yourselves you must think and act for yourselves, you must improve every opportunity and means and be an active element.

It is a grave mistake men make, contemplating association with their fellows, in asking "What benefit will this be to me?" they should rather question what benefit they can be to others, for only therein and thereby is self benefit obtained.

Why do men labor and toil for money and sustenance? It is that they may have greater enjoyment tomorrow. We condemn the miser that hoards his gold for itself alone, then don't let us hoard the privileges of the passing hour nor look for better things to come through inactivity, nor again make the mistake of delving in the earth for food to strengthen mind and character. We labor for gold to enhance our privileges, let's use it for that purpose, not losing sight of the fact that there are enjoyments gold cannot buy—they are the good deeds, the kind actions of the passing hour that build character.

I wish I could bring every agent out of that "little shell of an office" to touch hands with every brother agent—they would be better satisfied with themselves and their calling, they would have some corners taken off of their convictions and thank the day that the step was taken.

And THE STATION AGENT in a large measure affords you all the medium of forgetting yourselves and entering a broader field of brotherhood. Will you accept that privilege and help us?

M. G. C.

#### Michigan Central is in Luck.

SINCE January 1 a very large increase has taken place in the passenger business of the Michigan Central Road. No special reason can be found for it. The extra business has not consisted of special parties or anything of that kind, but it appears to be the revival of general traffic. The increase has been large enough to require the addition of two and three extra cars to every limited train on road. This statement applies about equally to eastbound and westbound business, and might be taken as an indication of a revival of general business were it shared in by the other roads, but the Michigan Central appears to be especially fortunate in this respect. Nothing can be found in the general conditions to account for the increase.

#### Atlantic to Pacific Without Change.

FOR the first time in the history of this country it is now possible for travelers to journey from the east to the Golden Gate and occupy the same car at their destination as at the start. This innovation was inaugurated January 10 by an arrangement between the Baltimore & Ohio, Rock Island, Denver & Rio Grande, Rio Grande & Western and Southern Pacific railways, and under it sleepers will henceforth be run from Philadelphia and Baltimore to San Francisco without change. The scheme originated with General Passenger Agent Sebastian, of the Rock Island, and will prove a novelty in transcontinental travel.

#### Holidays in England.

A bright book (illustrated), entitled Holidays in England, by Percy Lindley, has just been issued by the Great Eastern Railway of England describing the numerous old Cathedrals and nuns. The Tennyson and Dickens country, which are located on their "Cathedral Route" from Liverpool to London. Those desiring copies send five cents to cover postage to H. J. Ketcham, General Agent for America and Canada, 379 Broadway, New York City.



### Roundabouts.

The most successful railroad official is the one who first gains the respect of his employees.

The railroad agent who refuses to be a slave to the public, had better hand in his resignation.

Why are railroad ties commonly called "sleepers?" Is it because "tired" wheels are on them so much?

You can't make an expert bookkeeper of a man until he knows the distinction between "debit" and "credit."

Cheap labor on railroads is a good deal like some of the goods on a bargain counter—cheap in price, but it comes out in the wear, and is a poor bargain in the end.

The man who sits up nights to growl and grumble at his lot, is the man who does the least labor in the daytime.

The man who dreads the most to see the traveling auditor appear, is the one whom the traveling auditor needs most to visit.

The public asks many foolish questions, but it is a foolish agent who lets a foolish public know that he thinks them foolish.

The agent who grumbles most at "red tape" on railroads, is the man whose office has the daily appearance of a gigantic waste basket.

ROUND.

### Cured of Asthma.

EDINBURG, PORTAGE CO., O. Dec. 22, 1891.

DR. G. F. WEBB: The Electric Body Battery and Appliance I obtained from you through my uncle, Mr. S. H. French, some months ago has proved in every way to be as you represented it to me. I had been suffering with Asthma for ten years and many and many a night sat in my chair, unable to lie in bed. My aunt died from the effects of Asthma, and all efforts had proved unavailing to cure me.

I can now say, that after using your Electric appliances as you have directed that I am apparently cured. I have gained twenty-two pounds in flesh and can go to bed and sleep anywhere. You can judge what a relief this is and I only wish every sufferer with Asthma might know that you can cure them, as you have me, in six months. I am glad to give you this true statement, as can be verified by my relatives and friends.

Most gratefully,  
WALTER BARCLEY.

### The "Boss" Coupon Ticket.

WE are in receipt of a new "Composite" ticket, the invention of Mr. F. M. Shattuck, which has many points of excellence.

First it simplifies stock records at general offices and in the agents case, as one form

covers seventy-three printed destinations while a blank line is left to insert, with pen, any destination not printed; and reducing the number of forms reduces the expense of printing. The head of the ticket is the usual form with limited contract and conditions, with lines for signature and extra destination. The coupons are the usual form between terminal stations with two rows of numbers in each similar to this "destination" coupon.

FORM 86 86 87 88	<b>AIR LINE R. R.</b>  <b>Good for One Passage</b> On conditions named on Contract. Void if detached.
2nd Fig of No. 0 1 2 3 4 5 6 7 8 9	LIMITED
1st Fig. of No. 0 0 2 3 4 5 6 7 8 9	1st 2nd
MISSOURI PACIFIC RAILWAY. <b>ST. LOUIS</b>	
To point bearing corresponding number to number indicated between single punch marks on opposite side. AL-SILB&T-MP	

### DESTINATION COUPON.

On the back of each coupon is a list of destination points each having a number and across the center two rows of figures the counterpart of the figures across the center of the face of coupons so that the same figures are punched front and back. The numbers between punch marks designate the numbered destination. Thus on this sample the destination is 24 or Colony, Kansas.

1 Alton, Kan.			38 Hermann, Mo.
2 Altoona, Kan.			39 Hiawatha, Kan.
3 Atchison, Kan.			40 Higginsville, Mo.
4 Auburn, Neb.			41 Holden, Mo.
5 Aurora, Spr. Mo.			42 Independence, Mo.
6 Beloit, Kan.			43 Independence, Kan.
7 Blue Mound, Kan.			44 Jasper, Mo.
8 Blue Rapids, Kan.			45 Jefferson City, Mo.
9 Boonville, Mo.			46 Jewell City, Kan.
10 Brownsville, Mo.			47 Joplin, Mo.
11 Buffalo, Kan.	9	9	48 Kansas City, Mo.
12 Burr Oak, Kan.	8	8	49 Kincaid, Kan.
13 Butler, Mo.			50 Kirwin, Kan.
14 California, Mo.	7	7	51 Lamar, Mo.
15 Carthage, Mo.			52 Larrimore, Kan.
16 Cawker, Kan.	6	6	53 Leavenworth, Kan.
17 Centralia, Kan.			54 Lenora, Kan.
18 Chetopa, Kan.		5	55 Leroy, Kan.
19 Cherokee, Kan.			56 Lexington, Mo.
20 Chich, Kan.	4	4	
21 Clifton, Kan.			57 Lincoln, Mo.
22 Clyde, Kan.			58 Logan, Kan.
23 Coffeyville, Kan.			59 Louisville, Neb.
24 Colony, Kan.	2	2	60 Lyons, Kan.
25 Concordia, Kan.			61 Mankato, Kan.
26 Corning, Kan.	1		62 Minden, Mo.
27 Dunbar, Neb.			63 Moody, Kan.
28 Effingham, Kan.	0	0	64 Mound City, Kan.
29 Falls City, Neb.			65 Neodesha, Kan.
30 Foster, Mo.	2d	1st	66 Nevada, Mo.
31 Frankfort, Kan.			67 Omaha, Neb.
32 Fredonia, Kan.	Fig.	Fig.	68 Osborne, Kan.
33 Garnett, Kan.			69 Oxford, Kan.
34 Gaylord, Kan.	of	of	70 Pacific, Mo.
35 Greenleaf, Kan.			71 Pedro, Mo.
36 Guilford, Kan.	No.	No.	72 Peru, Kan.
37 Harrisonville, Mo.			

[The two diagrams should be of the same size]

There is much merit in this ticket and it certainly is not so complex, granting that it



takes some time and care and skill in folding and punching, but that it can be as quickly handled as those tickets which require numerous forms to cover one railway, and consumes time in finding the one having thereon the desired destination.

Dead stock in every office is a needless waste of money, space, and record when something better is devised. M. G. C.

### Capital and Labor.

WE give below some extracts, with proper credit, of journalistic expression of opinion relative to the attitude of employer and employee. THE STATION AGENT has expressed itself touching the combativeness of these warring factions, and it seems to us nothing so emphasizes the error of this modern warfare of strike, boycott, lockout and force which seems the fundamental principle of organized capital and organized labor, as these published opinions and comments.

That organized capital is absolutely necessary to accomplish enterprises of magnitude to benefit the public and reap any returns therefor, is an established and accepted fact. In the face of the stern opposition it must assume the aggressive however much the personal desires of its managers are to be generous, magnanimous and humane toward their co-laborers or employees.

Conditions cannot be readily or instantly changed. Organized labor meets these conditions on the other hand with like opposition, and attempts to force conclusions by opposing strength against strength. Organized labor, like organized capital, is a blessing to humanity in adding power and dignity to the individual, inspiring him to better means and measures and broader education.

Through these organizations of capital and labor the great solution is fast approaching, in placing in the hands of a few the generalship of these great forces on well defined rules of equity—the common sense of most.

The laboring or employee classes, composed of such diversified elements, must reach a point approximating uniformity of sentiment at least on fundamental principles, a point they are nearing in the present day. They must have leaders on whose judgment they can rely, and they must support their organization and its principles.

But both elements, capital and labor, will accomplish without loss of capital or manhood, greater benefits and results in hours through arbitration than through weeks, months and years of warfare.

That it takes strength of numbers to accomplish and consummate even a desire to arbitrate cannot be denied. It takes better discipline in such an army. It is, that to the well drilled and disciplined soldiers must be added education, not only in the principles sought to be established, but the maneuvers in the field. Every individual in these armies has a voice in its management, and thereby adds to or retards its forward movement.

Use force if you will and must; every battle brings you nearer to that point of understanding of their terrible waste of capital and energy, and to that time when conviction will enter your reasoning faculties that there are better ways of settling disputes. A time will come, is coming fast, when aggressiveness will give way to conciliation, when reason will supplant warfare.

### From *The Railway Review*:

So long as labor organizations conceive it for their interests to occupy an attitude of hostility toward employers, so long will they be properly subject to the adverse criticism of all right thinking men. The *Railroad Telegrapher*, assuming to speak for the order which it represents, recently said:

"If you wish to assist the railroad corporations and the capitalists, do all you can against the organized classes of railroad employees. If not brazen enough to come out openly, do so in a secret manner, remembering that "he that is not with me is against me." Capitalists enjoy hearing of members reviling their chosen officers, as instead of hurting the officers it weakens organized labor."

Organized labor has its place, but that place is not in fomenting opposition between the employer and employed. Such organizations may be made of inestimable value to working men when projected upon educational or benevolent lines, but they can be, as they often are, made to work a severe injury to the laboring man because of the false statements of those who as leaders, either assumed or appointed, find their power and profit augmented by fostering such opposition. The hard school of experience is, however, coming to the rescue of the rank and file of such organizations, and this, together with a growing intelligence, will eventually relegate into obscurity the men who through misrepresentation and assurance have been temporarily lifted therefrom.

### From *The Railway Times*:

The *Railway Age* makes a labored effort to discourage strikes. Listen to the wall of the corporation organ:



The history of strikes shows that as a rule they are terribly unprofitable for employees as well as employers. From an official report for Pennsylvania it appears that in the year 1892 there were twenty-six strikes in that state, of which three were successful, four succeeded in part and nineteen totally failed to accomplish their object. The number of persons directly engaged was 4,585, while the number involved was 7,414. The loss in wages to the strikers in the great Homestead strike alone, lasting about nine months, is estimated at \$1,250,000, besides which the state expended \$440,000 in maintaining the national guard at Homestead. The losses of the company and of the community from the suspension of a great industry cannot be computed, but they reached millions. All this tremendous outlay and the resulting suffering and misery were waste. No principle was established; no offsetting benefit was realized. In view of such facts as these the *Philadelphia Ledger*, which is recognized as a firm and generous friend of labor, says editorially: "In the face of these exhibits, with the complete failure to accomplish the desired end in nineteen of the twenty-six strikes, and with only partial success in three instances, it may be safely asserted that, as a means of redressing grievances and settling differences arising between employers and their employees, strikes do not pay in Pennsylvania; on the contrary they have brought untold losses to the public, great privations to employees and their families and serious interruption to business."

Such statements as the foregoing are eminently plausible—seemingly they carry conviction, and leave little to be said in defense of strikes. The intention is to make strikes odious, to have workingmen realize that to strike under any and all circumstances is a huge mistake, and that to never strike is the wise course, all of which is misleading. It is not a fact and cannot be verified.

Let us state the trite declaration, "A strike is war"—are all wars odious, unwise, egregious mistakes? Why not deal fairly with strikes? Nothing is lost by telling the truth. Some strikes are unwise; the same is true of some wars in which nations engage. But a war, a strike for a principle is never a mistake, never odious, never unwise on the part of those who contend for the principle, for the right, for the truth.

For centuries wrong has been on the throne, right on the scaffold, and wherever and whenever there has been an instance of a change in places, there has been a strike—war;

but right has not always won a victory. In a vast majority of cases it has been vanquished and at best only partial triumphs have been secured.

There have been numerous instances in which the right has been cloven down, because the strike—the war was engaged in without proper preparation, without proper equipment. The wrong had the largest number of fighters, was the best equipped, had the largest resources the most cash and the biggest guns. Such things have nothing whatever to do with right, truth, principle and justice; and yet because the wrong triumphs, the statement is made that it were better to let right, truth, principle, justice, liberty and independence, and all else worth living for go to the devil.

Such arguments (?) were heard in 1776, and had they been listened to there would have been no Concord and Bunker Hill, as sublime in story as Thermopylae and Marathon. There were Tories then as there are Tories now who championed the wrong and would make no sacrifice for the right. Again, in 1812, there was a war, a strike; a great principle was at stake calling for money, sacrifices, blood and death; but there were Tories who denounced the war, the strike, and won eternal infamy by their course.

Again, in 1861, there was a strike, a war for a principle, and again there were multiplied thousands who omitted no opportunity to advocate peace at any price and would have perpetuated the slave pen, block, whip and shackles; and now when workingmen demand justice and only justice there are those who champion the wrong and string out the figures representing so many dollars as reasons why workingmen should submit to wrongs, degradation and slavery.

But such reflections, while strictly in keeping with the logic of facts and events, are not of chief importance when discussing strikes. A strike for a principle has an influence indefinitely beyond the present, and that, too, regardless of immediate consequences to those who battle for the right. To enthrone a principle, to wrest the right from the grasp of wrong and establish justice, is for the future even more than for the present—such is the verdict of history. Viewed from such a point the question arises, what have strikes accomplished for labor? Indeed, the query could, with much propriety, include society at large.

It is manifestly true that strikes are to be credited with the reduction of hours constituting a day's work. Largely within the memory of living men, the hour's constituting a day's labor have been reduced from *fourteen* to



*ten*, and in numerous cases to *nine* and *eight* hours. In a few instances men work eleven and twelve hours, but without controversy it may be stated that men have gained a reduction of *four* hours a day, or a sum total, in a year of 300 working days, equal to 120 days, or four months of 30 days each.

To accomplish this great and substantial reform, strikes were numerous, sacrifices were great and courage of the highest order was demanded. The men who fought to redeem a few hours from toil for their physical and mental benefit were denounced as agitators, the enemies of capital, of themselves and of society. They did not reap for themselves a harvest of benefits. They did reap maledictions, idleness and want, but future generations have garnered the fruits of their patience and fortitude.

We hear it announced from all quarters that men are better paid now than they were fifty years ago. Where? Why? In lands where there have been strikes for honest wages, and only in such lands. What has been the advance in wages? Suppose we average it at 25 cents a day for all workingmen, or \$75 a year; 10,000,000 workers would therefore gain \$2,500,000 a day, or for a year of 300 days \$750,000,000, and for fifty years the enormous sum total of \$37,500,000,000.

We hold, and history confirms the declaration that, as a general proposition, wages have advanced by virtue of strikes, or because demands were backed by a purpose to strike if not conceded. There may have been instances when capitalistic employers came forward and made an advance in the wages of their employees; but, if so, they have been few and far between, and in no wise affect the truth that strikes and the striking machinery of labor have won every advance in labor recorded in the past fifty years.

In this warfare for honest wages strikes have not always been successful, but taking into consideration *all* of the strikes, and it must be conceded that they have secured an advance of wages, and have maintained the advance.

We are not an advocate of strikes under all circumstances, nor for every demand that workingmen may make, nor are we discussing such propositions, but we assert and challenge debate, that for the two redeeming factors of incalculable benefit to labor, the reduction of the hours constituting a day's work and the advance in wages, credit is chiefly, if not entirely, due to strikes. Nor are we unmindful of the sacrifices the noble men made who contended against a powerful foe. Thousands of

them went down in the battle. But they fought for a principle, for right and justice, and won, and the toilers of today are the beneficiaries of their courage and their sacrifices, and children of toil, yet unborn, as they learn the truth of the heroism of their ancestors, will rise up and call them blessed.

WHETHER it be a matter of prejudice or, as the old lady would say, "of the bringin' up," Americans universally condemn the English railway coach, with its closed compartments, and extol the American coach and sleeper, open and free of access. These carriages typify the nationalities in their exclusiveness and freedom. How many crimes are committed in those closed compartment cars on foreign railways and their perpetrators are undetected; how many crimes are perpetrated in the name of royalty and the victims powerless to repel the attack on person or character. The English coach is characteristic of the English people. We believe that a change to American railway coaches would benefit those countries. We don't think them heathen, oh, no; they do not "worship wood and stone," but they do worship "flesh and blood and exclusiveness." We find some "powerful good people" among the common people of all those countries. Those that are here come to better their condition; those we meet over there are in sympathy with us. Royalty, they say—our acquaintance is limited—is composed of excellent people, and some Americans ape and worship them, but the patient school teacher of our land fills a far more exalted place in the universe than any prince.

The toilers in our factories and mills, the inventor, and every laborer and thinker who adds to human comfort and human progress, these are moving factors; they mingle with the people, feel the human heart throbs and minister to their advancement; they ride in the open coach of progress, their acts and deeds are open to all the people. The progress in this country is all along the line, a rapid gait at times, but every person can at least cherish the ambition to be great and his greatness is the open coach, all his fellows are participants.

You will say there are assumptions of royalty in finance and society in America, but it is the shadow; it has no real being; it may be shorn of its powers and assumption by the blast of public sentiment. We may make idols and worship them, but they are Kings of intellect, and they rule through our favor. A man may occupy two whole seats in a coach and the timid passenger stand, but it is more the fault of the timid.

There is no country that can compare with the *United States*.



## THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Railway Service in General.

### OFFICIAL ORGAN

*The Railway Agents' Association.*

*The American Railroad Clerks' Association.*

*The New England Railroad Agents' Association.*

Entered at the post office at Cleveland, O., as second-class matter.

CLEVELAND, O.

THE CLARK-BRITTON & WRIGHT CO., PUBLISHERS,  
45-47 Sheriff Street.

M. G. CARREL, MANAGER, - Cleveland, O.  
R. W. WRIGHT, EDITOR, - Cleveland, O.  
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C. S. BRITTON, PRESIDENT, - Cleveland, O.  
C. R. CLARK, SEC'Y & TREAS., - Cleveland, O.

ANNUAL SUBSCRIPTION, (Strictly in Advance,) - \$1.00  
SINGLE COPIES, - .15  
Advertising Rates will be made known upon application.

VOL. X. JANUARY, 1894. No. 5

Remittances may be made by Draft, Postoffice or Express Money Order, Postal Note, or Registered Letter, and should be made payable to the order of THE CLARK-BRITTON & WRIGHT CO. Currency, unless registered, at sender's risk.

Advertising forms close on the 25th of the preceding month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

### The Lehigh Valley.

The great battle of the "Lehigh" has been fought, won and passed into history. It was a battle for principle and vantage. A battle to demonstrate and empathize the fighting strength and qualities of organized labor and organized capital. Who won? Both sides who lost? The contestants, the public, the business interests of the country and the families of the laborers. Both contestants lost in the matter of public sentiment toward a cause born of selfishness and intolerance.

The capitulation which came at last, in a small measure atones for the mistake, while it emphasizes the fact that arbitration on the outset might have saved precious lives, much suffering and inestimable loss. It has been said in criticism that "the employees should not have attempted the enforcement of their claims in these times of financial disaster." There is an element of truth therein, but there

is a whole truth in this: They should not have fought at all.

Why did they? Because conditions forced them to do so, conditions and surroundings from which human reason has not released humanity. The officials of the railways are not children, but men chosen for superior judgment and intellect. They must acknowledge that there are better ways than strife and contention; they offer as a partial excuse that labor and its leaders are unreasonably aggressive, while they (the officials) know that both sides are animated largely by the same desire to establish rights and emphasize strength. Everyone knows the trend of human argument; know the vast difference in the abilities of individuals to comprehend complex problems, and that unselfish friendly conference would explain, soften, and often adjust differences. When you commit personal violence or offer forceful argument you arouse all the unreasoning passions of resistance. "Many principals have been established through war and bloodshed in the past," you say. Admitting it, we ask, would not larger measures of advance have been better and more firmly established through kindly, friendly united effort, a concession of the inherent good and an acknowledgment and elimination of the wrong? Ah, well, we are pleased to note the great advance in the mode of modern warfare. There were no death-dealing weapons used and the contestants are allowed to live to profit by their errors or their gains. The advance along the line of right and truth is fast, perceptibly so, through reasons of modern war measures.

THE STATION AGENT compliments the officers of both factions and their forces for their manliness, as well as their humanity, in the strife and its final settlement, and we hope both factions feel repaid, if not for the loss they have sustained, then at least in the experience they have gained, the lesson they have learned.

Organization is far more beneficial and essential in maintainance and assistance than in resistance or combat.

Humanity first organized the family for maintainance, the tribe for maintainance, combat and resistance, the Nation for all these, and equal rights and conquest. Creeds and societies were the outgrowth of a desire to give strength to all the principals and vantages of the past, adding thereto mutual assistance and education.

The individual has slowly developed the understanding and conviction that his greatest good comes through the advancement of all; that selfish acquirement results in only a tem



porary vantage that ultimately serves to emphasize its inherent wrong and destruction.

\* \* \*

### Defiance of Law.

It seems that for several moons there has been a fierce war of rates in the Central traffic territory. Like the evasion of the liquor law, the front doors have been closed in accordance to legal requirements, the curtains drawn and everything seemed tranquil, but the favored few—those who sought to evade the law—have been admitted into the little back door and have been having a banquet.

The history of railway agreements in the past seem paralleled in the present, under federal law which was supposed adequate to control the law breaker and protect all interested.

In the past railways entered into agreements to maintain rates; the weaker and irresponsible lines, who were foremost in proclaiming the benefits to be derived from mutual maintenance of rates or pooling earnings, have had their men in the field offering concessions while their representative in convention was advocating the agreement. How many times at the end of a pool contract has the debtor under the agreement refused to settle balances?

It was supposed the Interstate Commerce law and its commissioners would control the railways and equalize and correct these differences. How much of honor and honesty there is in the present cry of "stop thief" we cannot fathom, but it seems that that the law does not control the railways and that secret evasion on the one hand have led to the open avowal of an intention to violate it on the other. It seems that the law is either weak in its provisions or in its enforcement, and this railway which has resolved to violate its plain provisions and has so announced feels that it had rather test the law than to suffer under it.

If the law is weak—as it seems to be—there is no surer or better way than to test it openly, this will compel those who have opened the back door and those who entered to participate in violation of the law to present their defense; it will enforce some action on the part of the commissioners; it will demonstrate the strong and weak points of the law and possibly correct them; it will decide, probably, the question whether railway managers are amenable to the law which they violate either secretly or openly.

It is a question, decided by people who profess to know, with one eye closed, that a violation of law is not so much in evading its provisions as in being caught and condemned.

The Interstate Commerce Commission have been condemned by the railways for attempting to enforce the provisions of the law and by the public for inactivity, or inability to enforce it. The railways have been largely benefited by certain provisions of the law which they the have, at least, used as a cloak, but at last the issue is made fairly and openly by Manager Newell of the L. S. & M. S. Railway, who has notified the commission that under existing conditions he cannot comply with the provisions of the law. By reason of secret evasion on the part of competitors who thereby obtained unfair advantage and made rates to suit the moment, without giving such rates publicity, Mr. Newell claims the L. S. M. S. lost many large shipments, in fact, were practically forced out of the field. It seemed that that the Interstate law was too slow to meet the emergency or protect the L. S. & M. S. Railway.

What the actual "back door" facts are will probably be evolved in this defiance of the law; if not, the law had best be abrogated or amended to fit practical results.

It will test and establish the strength of the law, the ability and prerogatives of the commission, the powers of the federal government, the rights and obligations of the railway corporations and their officers. There is no corporation better equipped, nor no manager better qualified to "carry the war into Egypt" than the L. S. & M. S. and Mr. Newell. Just what this company has done secretly to meet the competition during the past year is not given the public to know; but that they have had the strongest underhanded competition throughout their entire territory for years is no secret among railway men and the public. It is also well known that Mr. Newell has been very conservative in his policy, and it is presumed that when the "war opens" he has counted the cost and outlined the campaign to its finish, and whatever its outcome it will be decisive.

The *Cleveland Press* of Jan. 15, has the following:

President Newell of the Lake Shore has issued his defi to the Interstate Commerce Commission and will run his road without respect to the wants and wishes of that body. In a recent interview, he said that his line had faithfully maintained all requirements of the law until further endurance was impossible. Competing lines were cutting rates on the quiet and violating every compact of the law for controlling commerce. In self-defense the Lake shore road was driven to making open rates to meet its rivals' secret ones. These



were changed so rapidly that it was impossible to give three days' notice. He also stated that he would meet all rates, and practically told the Interstate Commerce Commission that it would not be asked anything about it. As representative of the Lake Shore road he was going to run the road and its traffic to suit himself.

When the Erie started its rate-cutting war on freight out of Chicago, the Lake Shore followed close in its wake. President Newell is said to have sent back in response to the inquiry of a message to the effect that rates were being changed so rapidly that it was impossible to give any notice of changes. The Lake Shore has taken an aggressive position and has practically challenged the commission to a contest of rights.

#### A Lesson of Experience.

THE synopsis of the seventh annual report of the Interstate Commerce Commission giving, first general observations, then touching the general administration of the statute, cases decided, informal complaints, hearings and investigations, cases in court, long and short haul clause, pecuniary embarrassments of railways, limitation of rate reductions to competitive points, connecting and continuous lines, overcharges, relation of lake and rail transportation, safety appliance legislation, uniform classification, private car lines, and recommendations, give to every citizen of this Union food for reflection. This is the conclusion reached through experience of actual conditions mathematical.

Do you as laborers or citizens ask yourself, or as an official or governing body, ask the underling, "Of what interest is this to the ordinary everyday laborer or employee?"

We are sorry to say that this sentiment exists and is very strong. It is the sentiment that has prevailed throughout all the past to keep the slave in ignorance. There can be little wrong in fact or law when in this great republic every citizen knows his rights and privileges and exercises them.

And the trend of the times is toward supplying statistically proven facts—problems simplified and readable by all who will give a few moments time to their reading.

It behooves every citizen of this republic, and especially those engaged in railroad work, to keep abreast of the times. It is a duty they owe themselves and their country, and its importance cannot be too strongly emphasized or urged. What has been in the past mystic, unknown, experimental, is being reduced to

a fixed and readable form and propositions proveable.

The spirit of opposition that has attempted to wall in and exclude facts—business secrets—is being overthrown and in its place a desire to tear down the walls and let in the light and give that greater impetus to advancement which comes from mutual and systematic effort.

Let us say to our readers: Statistical reading may be "dry"; it may be uninteresting as a whole, but in it all every one will find something elevating and interesting. It is like the hard work that tires the muscles but which must develop them, giving greater strength.

There are conditions to overcome which seem mountains, weighty, impregnable, insurmountable—but we will never penetrate them, or cross them, by sitting at the base complaining. There are calculations to make that will assist us, and we must adopt the best means within our reach and the future will develop better through present effort.

Don't belittle your abilities because you are in a humble capacity—don't assume or arrogate the right to dictate supreme power, or to use such power to suppress or retard effort if you hold governing prerogatives your own success—taking the most selfish, narrow view of life's aims and objects—are advanced by generous effort, or dimmed and dwarfed by acts of oppression and suppression.

These are not words of vaporous sentiment inapplicable to human conditions; every mind can comprehend them as principals unperishable.

Don't spend a moment of doubt or despondency because something is beyond your comprehension, use that time in developing that which is within reach. The more you delve in the storehouse of knowledge the more you will find unknown and appreciate the inexhaustable storehouse of pleasure to come. Don't miss the golden moments to enlighten and explain to your less fortunate brother those qualities and quantities known to you. You will find he has values in return, and the combination will add its wealth to alike benefit both.

#### Malaria.

A method of treating the most stubborn and refractory cases of malaria, suggested by an Italian physician, M. Xibilla, consists in the hypodermic injection of quinine until it produces an abscess. The theory of this treatment is that an abscess draws to it all the infectious germs in the system and annihilates them by means of its suppuration. An artificial abscess would thus naturally serve to drain from the blood the organisms which cause malaria. Dr. Xibilla had tried his method upon several patients with malarial complaints that had resisted all ordinary treatment, and it is reported he has obtained excellent results from his singular but not unscientific treatment.—*Exchange.*



### Dun's Review, Railroad Earnings December.

THE gross earnings of all roads reporting for December to date is \$12,802,775, a loss of 13.7 per cent. as compared with last year. The loss is about the same as indicated by the earlier returns for the month. The aggregate of all roads reporting for the periods mentioned is given below:

	1893.	1892.	Per Ct.
75 Roads, 4th week Nov.....	\$9,411,252	\$10,461,664	-10.0
67 Roads, 1st week Dec.....	6,622,761	7,839,025	-15.5
50 Roads, 2nd week Dec.....	6,180,014	6,995,714	-11.7

In the following table roads reporting for the periods mentioned are classified. The gross earnings for this year are given, together with the percentage of loss:

ROADS.	1st week Dec.	2nd week Dec.	
	1893.	1892.	Per Ct.
Trunk Lines .....	\$1,297,635	\$1,154,864	-13.6
Other Eastern .....	206,218	116,828	-43.4
Northwestern, wheat, .....	684,796	577,955	-15.9
Western, corn .....	691,589	646,056	-6.4
Other Western .....	635,691	455,569	-28.3
Southern .....	1,981,409	1,957,219	-1.2
Pacific .....	1,066,910	1,043,307	-2.2
Total .....	\$6,522,761	\$9,180,014	-28.3

Compared with November, the Trunk lines and other Eastern roads report a larger percentage of loss. The Trunk line freight rate war has something to do with this. Seldom has a freight rate war affected so many classes of freights. The freight movement is larger, and has been still further stimulated by cut rates, as will appear below. The following table shows for the periods mentioned the East bound shipments from Chicago this year and last; also the number of loaded cars received and forwarded at Indianapolis, both years, and at St. Louis this year:

	Chicago East b'd.	Indianapolis.	St. Louis.
	1893.	1892.	1893.
	Tons.	Tons.	Cars.
Dec. 2 .....	45,452	81,481	15,121
Dec. 9 .....	62,266	77,183	15,248
Dec. 16 .....	80,661	78,443	16,430
Dec. 23 .....	.....	.....	18,051
Dec. 30 .....	.....	.....	20,249

For St. Louis the figures are for the week ending Thursday. The number of cars received from the West this week was 7,005, from the East 7,246; forwarded to the West 7,866, to the East 7,135. The number of empty cars moved at Indianapolis last week was 4,169, against 4,233 last year. The movement of freight covers about the same period as that for which gross earnings are reported.

At Indianapolis the increased business is largely in grain and grain products, much of it for export. The West bound tonnage at Indianapolis is light, particularly in the low class freights, such as nails, glass, coke, or iron structural work. The calls for empty cars indicate a heavy East bound movement of grain the next two or three weeks. Shipments of cotton Eastward continue heavy, and not in many years have the shipments of live stock East over Indianapolis lines been as heavy as the last month.

**Railroad News.**—The Vanderbilt roads have declared their usual dividends. New York Central reports a surplus for the last six months of the year of \$264,300, against \$349,972 last year. Lake Shore reports a surplus for the year of \$286,729, against \$268,839 last year,

and Michigan Central and Canada Southern \$1,538,000, against \$1,485,000 last year.

**Columbus, Shawnee & Hocking.**—The stockholders of this road have voted to consolidate with the Sandusky and Columbus Short Line. The consolidated company will be known as the Columbus, Sandusky & Hocking. There will be issued \$10,000,000 of five per cent. gold bonds, \$5,000,000 of 5 per cent. non-accumulation stock, and \$5,000,000 common stock.

**Trunk Line Freight Rates.**—There have been additional reductions in rates East from Chicago. The joint committee of the Trunk Lines are considering irregularities which have crept into the passenger rates since the closing of the World's Fair, and when this matter has been disposed of the settlement of the freight rate troubles will be taken up.

**Chesapeake, Ohio & Southern.**—The control of this road has been sold by C. P. Huntington to the Illinois Central. This sale includes in no way the Louisville & Nashville, and there is some doubt as to just what the position of that company is.

**Reading.**—An appeal for proxies, to be used against the present management of the Reading at the coming annual election, has just been issued in favor of Isaac L. Rice for president. The answer of the receivers to the petition for their removal has been filed. The charges are denied, and the action of the receivers defended.

**New York & Northwestern.**—The plan of reorganization of this company contemplates the issue of \$6,200,000 four per cent. 100 year bonds, principal and interest payable in gold and guaranteed by the New York Central, secured besides by a mortgage covering all the property of the New York & Northern Railway Company.

### The Atchison Failure.

THE Cleveland *Sun and Voice* says: "A disastrous year for railroads, as well as for for many passengers who rode on them, was 1893. Seventy-one roads, representing about one-eighth of the railway mileage of the country, passed into the hands of receivers. Of all these failures the downfall of the Atchison, Topeka & Santa Fe probably created the greatest financial sensation. The road has been a favorite with foreign investors, and its collapse has considerably impaired their faith in American securities. The Atchison system has over 9,000 miles of track and has had an immense influence in the development of the Southwest. It fairly gridirons the state of Kansas, and its ramifications embrace such widely separated centers as Chicago, St. Louis, Galveston, Guaymas, on the Gulf of California, Los Angeles, San Francisco and Denver.

Mr. Joseph W. Reinhart, the young president, and one of the receivers of the road, is the author of the famous Atchison reorganization in 1889, by which the various branches of the line were amalgamated. He came to the road as an expert railroad accountant, having served in that capacity with striking success under the receiver of the New York, West Shore and Buffalo railroad. Mr. Reinhart's plan for reorganization was not only accepted, but he was promptly made fourth vice-presi-



dent and general auditor of the Atchison. In 1891 he was elected first vice-president, and when President Manuel died last winter he was placed at the head of the system.

Mr. Reinhart was born in Pittsburg forty-two years ago and has been in the railway business since 1869, starting in the office of the Richmond and Alleghany road in July of that year. After being auditor of that road he went to the West Shore and afterward to the Lake Shore. Mr. Reinhart introduced many economies in the Atchison system during the past year, but says the road was unable to cope with the general business depression, which reduced its earnings to such an extent that it could not meet the January interest on its bonds.

Senators Plumb and Pomeroy were prominently identified with the early history of the Atchison line, which was established on the old Santa Fe trail. It was originated by Colonel Cyrus K. Holliday, one of the founders of the city of Topeka. He drew up the charter and procured its adoption by the territorial legislature in 1859. The first twenty-eight miles of the road were completed in 1869, and the system was opened for business in February, 1873.

#### Railroading.

**I**S there promise and incentive in railroad employment to the young man who enters the ranks as an apprentice? Are the higher offices so often filled by family favorites of the wealthy stockholder or director as to discourage those whose recompense is largely a future hope?

We overheard a conversation in which the clerk of a large corporation spoke of the employees of private corporations—mentioning the Standard Oil Company—and mercantile houses advanced the salaries of good and competent men in various departments and kept them there and strengthened and perfected that department; whereas, in railroading a man may stay in one position for years at the same salary, his only hope promotion, or perhaps an offer from some other party whereby the company is forced to advance his salary or lose his services.

General officers are too often more exercised as to their cash recompense and, in fact, with few exceptions, do they know the value of men in inferior positions, as the salary making power is too far removed from the employing heads of the department, and the act of retrenchment in expenses must bear lightly on the officials, whose salaries are exorbitant in most cases, and be borne by the laborer who is in a measure powerless, but whose salary scarcely suffices to give him moderate necessities. These are matters for the boards of directors, who know absolutely nothing regarding them.

That salaries of those who hustle for revenue should, in a large measure, be based upon the amount of revenue they brought their companies would go far toward creating larger ambition and profit to the corporation. A

greater knowledge by officials of the labor and energy of the subordinate and promotion or increase of salary would encourage the good men and weed out the drones.

It is a mistaken idea that family relations are largely the recipients of the favors, the best positions. A few of them may be found, and where they are they meet with universal condemnation, but the largest portion of the general officers of all railways are men who have come up from very inferior positions. The greatest portion of the officials are men with large hearts, but the precedents and the conditions of their positions make them appear tyrannical.

There is a prevalent idea that familiarity breeds contempt; that a display of personal friendship between official and employee will be taken advantage of by the employee, and that reserve is the prime element of command. Men must dread the awful presence of the official in his dignity. But this idea is erroneous on the part of employees and foreign to officials as a class, while there are the usual "exceptions to all rules."

There is as much chance for promotion today as there ever has been. The forward look of life is much longer than to look back over the past. Those holding official positions today will tell you of the discouraging outlook to themselves when they were on the lower rungs of the ladder. The rules that govern business houses and private corporations are of a different class and origin. The employees of the latter are closer to the governing heads, their worth can be more readily estimated in dollars and cents. What remains for the railroaders to do is to study their own situation, keep constantly in mind that the best interests of their corporation are their own. If they have grievances, present them in a gentlemanly, businesslike manner. Or the various associations and brotherhoods, through their representatives can more effectually condense and summarize the needs of a class. They will find the majority of officials open to conviction and disposed to justice. There is nothing accomplished by sitting down and complaining to your neighbor. Do not shirk an unpleasant duty or slight your labor because it is commonplace and menial.

STATE OF OHIO, CITY OF TOLEDO, } ss.  
LUCAS COUNTY,

Frank J. Cheney makes oath that he is the senior partner of the firm of F. J. Cheney & Co., doing business in the city of Toledo, county and state aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of CATARRH that cannot be cured by the use of HALL'S CATARRH CURE.  
FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

A. W. GLEASON

{ SEAL }

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SHE WAS making a tour of inspection through the machine shops with the young superintendent.

"What's that big iron thing?" she asked in that persuasively interrogation tone of voice peculiar to confiding femininity.

"Locomotive boiler," said he.

She looked the ponderous mass of iron over thoughtfully and critically. Then turning her great brown eyes upon him, she queried, "Why do they boil locomotives, Mr. Smith?"

"To make 'em tender, I think," he replied slowly and with a far away look in his eyes.

And then they coupled up.

\* \* \* The average small boy can be safely depended on to put a wrong construction upon the simplest statement. The young man mentioned below was certainly conscientious in the discharge of his duty:

Merchant—Did you deliver my message to Mr. Smith?

Boy—No, sir. He was out, and the office was locked up.

Merchant—Well, why didn't you wait for him, as I told you?

Boy—There was a notice on the door saying, "Return at Once," so I came back as quickly as I could.

\* \* \* The "Irish Bull" has become famous all over the world and the term is applied to every example of meaning's out of joint. Some of the best of these ludicrous blunders have been recently resurrected:

"'Tis better to be a coward for five minutes than dead the rest of your life," affirmed Irishman in the witness box. A Kerry man, who fell down on a mountain walk, exclaimed with satisfaction, "Glory be to God that I wasn't walking back over the mountain a dead man!" And Sheridan Le Fanu has furnished

a gem, "The only way to prevent what's past is to put a stop to it before it happens." In much the same way an Irish tenant observed that "It was a hard thing for a man to be turned out of the house which his father built and his grandfather was born in."

\* \* \* I once knew a friend of mine who assured me in reply to the question if he had ever been in love, that "once he had loved, and the object of his affection was then, as now, the dearest being in the world to him."

"And was it fully reciprocated," I asked.

"Fully and completely."

"And yet you never married?"

"No; a man can't marry himself."

\* \* \* They tell a good story at the expense of a well-known general agent of a fast freight line in Chicago, whose penchant for pretty girls is familiar to all his acquaintance. Here it is as told by a Chicago paper:

"I suppose typewriters are very common now," she said, musingly, as she settled back in her favorite rocking chair after dinner.

"Oh, yes," he said, "they're quite a necessity in every line of business."

"You have one?" she asked.

"Yes, indeed," he replied as he hastily looked over the evening paper. "I'd feel lost without one."

"Lightens your work, does it?"

"Lightens it? Why, it makes it an absolute pleasure. I wouldn't be without one for the world."

"Saves time, too, I suppose?"

"It makes it pass so rapidly that you hardly notice it."

"How much does a good typewriter cost, John?"

"Oh, not much," he said absent mindedly. "You can get a rattling pretty one for \$10 or \$12 a week."

Before he had time to read the first sentence of the article he had started on he was sudden-



ly jarred into consciousness of the fact that his wife was referring to machines, not to operators, and that somehow he had made a serious mistake.

\* \* \* A Worcester, Mass., ticket agent and his wife visited the World's Fair and left the *enfant terrible* of the family at home. Shortly after their return the youthful Sammy was at school, when the question of the Fair came up and the affable teacher questioned the scholars. We will let the Worcester *Spy* tell the rest of the story :

"And what did they bring you, Susie?"

"A spoon, and it had on it, 'Souvenir of the Fair.'"

Teacher looked over the smiling faces and observed Sammy, evidently waiting his turn.

"Did your mother and father go to the Fair, Sammy?" she asked.

"Yes, marm, they brought me a big silver spoon."

"What words were on yours?"

"Palmer House," marm."

This anecdote will have a pleasing significance for certain members of the R. A. A. who attended the Jacksonville convention.

\* \* \* A certain railroad friend of mine who lives not a thousand miles from Cleveland rejoices in the possession, if such a term may be used in this connection, of a fascinating and buxom better half. I introduced another railroad man into the family and he was deeply impressed with Mrs. ———.

"What do you think of her?" I asked, as we came away.

"She would make a dandy widow," was the sententious reply.

I agreed with him, but Mr. ——— is unfortunately healthy at the present writing.

\* \* \* In these days of train robberies the following from the *New York Weekly* will be appreciated by travelers :

Palace Car Porter (out West)—"Don gub me no fee, sah, till we gets to de end ob de trip." Passenger—"Very well. Just as you prefer." Porter—Yes, sah. You see, dese train-robbers always goes for me fust; an' ef I ain't got nuffin', dey say de passengers ain't got nuffin', and goes off."

\* \* \* Our Hebrew friends are compelled to stand the brunt of many witticisms at their expense. Here is one of the best I ever remember to have heard :

Rothschilds: "Vell, doctor, uf I've got to die I die gontendet. My life vas insured fer one hundred thousand tollers."

Doctor: "I think, with the aid of tonics, I can keep you alive for a week longer."

Rothschilds: "Donbt do it, doctor, der bremium comes due der day afder tomorrow."

\* \* \* Those of us who have made the usual good resolutions for the first of the year,

will appreciate the following clever little jingle from the *Memphis Scimitar*:

Sing a song of penitence,  
A fellow full of rye;  
Four and twenty serpents  
Danced before his eye.  
When his eye was opened  
He shouted for his life;  
Wasn't he a pretty chump  
To go before his wife?  
His hat was in the parlor,  
Underneath a chair,  
His boots were in the hallway,  
His coat was on the stair,  
His trousers in the kitchen,  
His collar on the shelf,  
But he hadn't any notion  
Where he was at himseif.  
When the morn was breaking,  
Someone heard him call,  
His head was in the ice-box,  
And that was best of all.

D.R. QUILLS.

### Ready to Yield Much.

THE Illinois Central Road is for peace. It is willing that the demands of the Alton for more equality with it in the matter of landseekers' excursion rates should be satisfied. At the special meeting of the Western Passenger Association, to be held Jan. 11, it will offer no objection to the Alton or any other of its competitors being accorded the right to meet its competition in regard to landseekers' excursion rates by applying similar rates to points in territory which may be regarded as competitive with that of the Illinois Central south of the Ohio river. It will not, however, consent to forego any of the rights it now possesses in the way of making such rates or to put the business in question under the Western Passenger Association territory. In the conduct of that business it has to compete with all the Chicago and Ohio river lines, and to place its business under the agreement while theirs is free from it would be to place it at a very great disadvantage with them. Its business south of the Ohio river has never been under any western agreement and there are no special reasons existing now why it should be placed under the agreement. A settlement of the difficulty must be reached in some other way than by extending the scope of the agreement.

### Both.

Wife (bitterly)—You deceived me when you married me.

Husband—I did more than that. I deceived myself.—*Tit-Bits*.

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## AROUND THE WORLD PAPERS.

BY REV. FRANCIS E. CLARK, D. D.

As we took our "journey in Spain" to visit the devoted Endeavorers of San Sebastian, it came to pass that our iron pathway lay directly through the ancient city of Genoa. What genuine American in this Columbian year could refuse to tarry for a little in this city of Columbus, if in any honest way, by hook or crook, he could obtain the time? Well, by hurrying a few hours here, and cutting off a few hours there, we obtained the time and found ourselves, one bright May evening, rushing through the tunnels of the North Italian Railway, which allow one only furtive snatches of the enchanting scenery, but which led one at length to "Genoa, the Superb."

The railway, as railways have a fashion of treating other places, does not approach Genoa on its best side, but rather sneaks in at the back door. When one comes into town by the water-gate he really approaches the front door, and then the lordly palaces of white marble, piled one above the other, surmounting the hills until the crown the very tops, give one who first views the city from the steamer's deck the impression that it is worthy of all the praise that has been heaped upon it.

When Howells first visited Genoa, he tells us he wrote in his note book, "Genoa is the most magnificent city I ever saw; and the new monument to Columbus about the weakest possible monument."

He afterward tells us that though he holds by his note book, and doubtless Genoa is the most magnificent city he ever saw, yet he hardly knows how to prove it. I think, my-

self, he would have some difficulty; for, as one walks its streets he is inclined to think, in spite of its magnificent situation and its wealth of lofty marble fronts, that it is a rather commonplace, commercial seaport of the nineteenth century.

Most of its streets are narrow, and as crooked as Boston's. They are footways merely, as the novelist afterwards remarked; "and these are as narrow, as dark, as full of jutting chimney-places, balconies and open window shutters, and as picturesque as the little alleys of Venice. They wander at will around the bases of the gloomy old stone palaces, and seem to have a vagabond fondness for creeping down to the port and losing themselves there in a certain cavernous arcade, which curves around the water with the flection of the shore and makes itself a twilight at noonday."

It is easy to get lost in Genoa, too, as it is in Boston; but then it is also true that if you keep on, it is just as easy to find yourself again, which is a great compensation. No matter how hopelessly "turned around" you may be, though the index of your compass points persistently to the south instead of to the north, as every well-constituted should, yet if you keep walking down hill you will surely come out on the water-front; while if you walk up hill you will reach the "Acqua Sola," the lovely part of Genoa, just as you are sure to come out in Scollay Square in Boston when you get lost in that city, if you only walk long enough.

But we have got on too fast with our story, for we ought to be only now emerging from

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the really beautiful railway station. Right in front of us, in the Piazza Acquaverde, is the white marble monument of Columbus.

I should scarcely agree with America's favorite story writer that this is the "weakest possible monument"; perhaps he revised his own opinion on further inspection; still, it is a disappointing monument, and does not do justice to our 1893 idea of its illustrious subject.

Columbus, rather youthful-looking, with a skull too large for his body, stands bare-headed, while America, a wild-looking creature, with feathers in her hair, kneels at his feet. Allegorical figures representing Wisdom, Religion, Geography and Strength—a rather incongruous quartette—sits around Columbus on the corners of the pedestal, and bas-reliefs representing scenes in his life ornament the pedestal beneath the great navigator's feet.

Though the reputed birthplace of America's discoverer, Genoa is remarkably poor in memorials of him. The alleged house of his birth is fifteen miles outside of the city walls; and over this place, in spite of certain bold and confident inscriptions, there hangs the shadow of an unpleasant doubt. In the Palazzo del Municipio, or city hall of Genoa, are two letters of Columbus, which as curiosities dispute for the palm with the violin of Paganini, treasured in the same place. Even voluminous Bædeker directs us to few other memorials of the greatest of Genoese, and we have to feast our eyes on the wonders of art and nature that he doubtless saw.

These old marble palaces doubtless rose, tier above tier, in his day as they do today. The magnificent Gothic cathedral of black and white marble towered above the narrow streets and rung out its joyful invitation to worship in 1493 just as it does in 1893, for it was built in the eleventh century, and for eight hundred years has called men to prayer and praise.

But above all, when we climb to the heights of the beautiful public garden of Acqua Sola, do we, almost beyond a doubt, view the very scene that inspired Columbus' youthful ardor to dream of new worlds that he might discover.

There are few more beautiful parks in the world than this. A winding path follows a bounding brook up a hillside charmingly embowered all the way in green, and banked with flowers. At every "landing place" that the hillside affords are grottos for birds and beasts, which have almost as much freedom as in their native lairs, and far more beauty of surroundings. At last, after a fifteen minutes' climb by brook and crag, and clift and bosky dell,

nestling in the bosom of the hill, we come out upon the top. At our feet are stretched the roofs of the stately city, whose palaces swarm up the slope, while off in the distance stretch the far, mysterious waters of the mediterian.

What generous, imaginative youth, even if he were no geographical genius, could look unmoved on that lovely scene? What boy could gaze seaward without desiring to know more of the undiscovered land beyond? Surely not Columbus, and I can see him in my mind's eye, a slender lad on that hilltop, shading his eyes with his hand and gazing off toward the distant, unknown sea.

As we turned our eyes landward again, they rested on a sight that brought us back to the nineteenth century, and transported us to Chicago, for at the foot of the hill a new electric car was evidently making one of its trial trips. A great crowd of people surrounded it, and eagerly watched it as it made its way up and down the hill, for electric motors were evidently a new thing in Genoa.

After all, if we want to learn of Columbus we will follow the suggestion of the electric car and go to America, for there we can find more about him and of all that he discovered in a day than we can learn in a lifetime in the city of his birthplace.

In these days all roads lead not to Genoa, not even to Rome, but to Chicago. In Cairo we heard of a great caravan of donkey-boys and camels going to Chicago. In Beirut we saw another ship load of Arabs, Arabian horses and dromedaries going to Chicago. In Japan we have seen porcelain and Cloissonée ware; in China, carved ebony and sandalwood; in India, ivory and brass work; in Jerusalem, olive-wood and mather of pearl; in Constantinople, amber and Oriental rugs; in Italy, glassware and mosaics; in Australia, gold nuggets and black bushmen with their boomerangs—all going to the Magic City of the Western plains.

So not in the Old World that gave Columbus birth, but to the New World, which he discovered, and which is now discovering him, to that New World will we go, to find out all that we wish to know of the great navigator and his exploits.

*San Sebastian, Spain.*

"No matter how good a man a woman gits" says Uncle Mose, "he ain't half de man dat de feller was she didn't git. De fish dat gits away is allus de biggest in de pond."—*Indianapolis Journal*.

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## THE MANNER OF SOCIAL PROGRESS.

BY ANSON URIEL HANCOCK.

A wind rushing through a forest carries destruction in its wake; the savage recognizes the breath of evil in it; but in the sun's radiant beams which gives life he seems to see good. His mind is too dark to know that the sun also is a destroyer, the hurricane a builder. Thus primitive man felt in storms, cold, disease and death the presence of some evil, personified as a fell spirit; light, warmth, health, life, were of good, the blessings of gods. Hence opposing deities—good and bad—or many good and many bad deities. Later these opposites in nature are personified becoming mythological demons and gods.

As civilization advances good becomes, in common estimation, the general, the collective, the aggressive principle; evil, on the other hand, is the individual, the selfish, the conservative. Good is the positive, the drawing pole of the social magnet; evil is the negative, the repellant.

As individual man advances in acquired learning and reasoning intelligence, he finds himself farther away from two fundamental evils—dullness and ignorance; he is more differentiated than primitive man—nearer the good, farther from all plainly recognized evils of criminal nature. As he advances in morality he finds himself farther away from his inherited animal nature, which he easily recognizes to be an enemy of his spirit and strives to hold in proper subjection. To change now suddenly from his acquired moral and spiritual nature to the brutish, gives him conscious uneasiness, causes him a shock. Good he feels to be a laying aside of his animal nature, evil as a yielding to it.

Now these terms, as heat and cold, are relative; for there is nowhere an evil that is not inherently a good, nor a so-called good which does not include within itself some of the destructive elements of evil. The enemy of the rock is frost, which causes it to fall in pieces; but soil, a good, follows from the erosion. Throughout nature the principle holds true.

Turning to society, individualism is seen to be ever at war with socialism, the latter being an enemy of the former because it takes away some supposed natural liberties, restricts the individual in his environment. Wherefore the individual will ever seek to wrest from organized society all of liberty he can. This activity of individualism becomes a reorganized evil, because destructive of society; which means the destruction of the

individual, for the unit in such a case must perish—there is no progress in it. Therefore, recognizing that protection and advancement must come from collective strength and energies, man, reluctantly at first, yields some of his personal liberties to organized society, just as wolves or pigeons collect in pack or flock. He yields these personal liberties for the comfort of family life, for neighborhood and social benefits, for country. And the higher the civilization, the more intricate, diverse, complex, do all these various relations become; the less of personal liberty is there for the individual.

But the two principles are opposed, at natural and eternal enmity, and so readily the relations either way shade into recognized good or evil. Hence, sociological ethics never remain through the generations at a standstill; the land chosen by his vassals to protect them will turn his delegated powers into vested rights and become oppressions, his individualism becomes tyrannical; the millionaire, though aiding great institutions, performing gigantic undertakings which only aggregated capital may accomplish, will be very apt to grind the faces of the poor did not a public sentiment spring up to hold him in check. The corporation tunnels mountains, lays wires under the seas, but becomes in the end the Molock of destruction to small capital and individual enterprise, so that the individual must needs resort to the creating of constitutional majorities to overthrow his oppressor.

Thus society will be seen to travel year by year toward one or the other of these extremes—towards socialism or individualism—and will throw down tomorrow a law it sets up today. The powers which individuals as such give up to government come back either in added blessings or curses; usually blessings at first until corruption creeps in. In all society, as in nature, there is the tendency to throw up social mountains and then to look for agencies with which to level them. Barons become rapacious, then kings are set up and strengthened in vested, inherited rights to protect the people against them; the people in time take back the prerogatives of their kings and form democracies to overthrow centralized power which has become autocratic. Then first they learn that powers yielded by individuals to kings, governments or society, are rarely given back, save through revolution. Thus individuals often give up

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personal liberty for supposed immediate gains, which in the end form a yoke. Radicals and conservatives will exchange places as tyrants, each in turn, and only by warring elements and opposing principles is the social atmosphere purified.

Progress is, therefore, seen to result from these warring principles and interests. It is the slowly growing plant to which the good sun gives growth and the evil wind strength. It is the towering mountain and the level plain, not the mountain or plain alone, for the total annihilation of mountains would leave a riverless desert. When society approaches too near equality it becomes primitive; where land is free, flint-stones free, birds and beasts free, where shadowy tribe boundaries alone exist and only beads, canoes, wigwams and dogs are recognized as property. Civilization places wheel within wheel, little governments within big governments, and puts up barriers often difficult to climb.

Against this growing class rule, these social distinctions, a minority element advocates a tearing down: because every function assumed by government, or right acquired by a class, taken away from the people. But the complexity, the building-up process, is never destroyed save for a day; without complexity life were a jelly-fish. Wherefore the extremes of individualism and of socialism became in turn the good and evil principles of society, according to the amount of oppression in each at any given time.

From these general principles the deduction follows, that every effort to legislate away a supposed public evil must in time result in the birth of new evils, of a new category of crimes, always for a while of less pronounced and aggravating nature than the present evil. Passing a usury law will prevent Shylock from taking his pound of flesh where securities are good, but the poor man thereafter pays a higher usurious rate. A new crime is enumerated on the statute book, for now the usurer is a quasi-thief. Society in the end gains something, for new laws defining new recognized evils educate the masses to look upon that as dishonest which before was regarded as merely "sharp practice." This education comes from the agitation by minorities.

All class legislation is at first a benefit; but the result finally, in the hands of unscrupulous men, gives public burdens and the obnoxious inequalities must be planed down by determined minorities.

Equalizing legislation brings about popular benefits; but after this has had a term it is

found that a species of slavery may grow up in it and new interests begin to clash, demanding new lines of legislation which are so far away from old lines, but all the time there is a direct evolutionary social gain.

The extremist must ever be accorded a place in the social economy, even though he fills a larger place in argument than in effect. The sudden application of any extreme political theory, would nearly always entail a long train of public disasters. In every public ill the extremist sees a sure cure by the simple application of some theory, often losing sight of the near remedy for one more remote, and failing to see that it is only by the slow assimilation of many theories that lasting changes are wrought. Argument is usually with the minority, safety with the majority; progress is the slow adaptation of the social fabric to the theories and ideals of the few, even though millions of ideals are like flies in summer with never a practical application.—*Relegio Phil. Journal.*

#### INGERSOLL'S POEM OF LIFE.

Born of love and hope, of ecstasy and pain, of agony and fear, of tears and joy—dowered with the wealth of two united hearts—held in happy arms, with lips upon life's drifted font, blue veined and fair, where perfect peace finds perfect form—rocked by willing feet and wooed to shadowy shores of sleep by siren mother singing soft and low—looking with wonder's wide and startled eyes at common things of life and day—taught by want and wish and contact with the things that touch the dimpled flesh of babes—lured by light and flame and charmed by color's wondrous robes—learning the use of hands and feet, and by the love of mimicry beguiled to utter speech—releasing prisoned thoughts from crabbed and curious marks on soiled and tattered leaves—puzzling the brain with crooked numbers and their changing, tangled worth—and so through years of alternating day and night, until the captive grows familiar with the chains, and walls, and limitations of a life.

And time runs on in sun and shade, until the one of all the the world is wooed and won, and all the lore of love is taught and learned again. Again a home is built, with the fair chamber wherein faint dreams, like cool and shadowy vales, divide the billowed hours of love. Again the miracle of birth—the pain and joy, the kiss of welcome, the cradle song,

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drowning the drowsy prattle of an innocent babe.

And then the sense of obligation and of wrong—pity for those who toil and weep—tears for the imprisoned and distressed—love for the generous dead, and in the heart the rapture of a high resolve.

And then ambition, with its lust of pelf and place of power, longing to put upon its breast distinction's worthless badge. Then keener thoughts of men, and eyes that see behind the smiling mask of craft—flattered no more by the obsequious cringe of gain and greed—knowing the uselessness of hoarded gold and honor bought from those who charge the usury of self-respect—of power that only bends a coward's knees and forces from the lips of fear the lies of praise. Knowing at last the unstudied gesture of esteem, the reverent eyes made rich with honest thoughts and holding high above all other things—high as hope's great throbbing star above the darkness of the dead—the love of wife and child and friend.

Then locks of gray and growing love of other days and half-remembered things—then holding the withered hands of those who first held his, while over dim and loving eyes death softly presses down the lids of rest.

And so, locking in marriage vows his children's hands, and crossing others to the breasts of peace, with daughter's babes upon his knees, the white hair mingling with the gold, he journeys on from day to day to the horizon where the dusk is waiting for the night—sitting by the holy hearth of home, as the last embers change from red to gray, he falls asleep within the arms of her he worshiped and adored, feeling upon his palid lips love's last and holiest kiss.

#### THE DYNAMITER AND THE EDITOR.

The religious editor of THE STATION AGENT sat at his carved desk of antique ebony and reflectively nibbled at the end of a lead pencil. All well regulated journals have religious editors in obedience of a custom handed down from the days of Guttenberg, when the church took more interest in secular affairs than it does now and sort of set the fashion in a good many things in its own peculiar way. Our religious editor was in a "brown study," metaphorically speaking. An important question was revolving itself with rapid gyrations in his mind—whether it were better to strike the cashier for a small advance on the week before last's salary, or hang up the man around the corner for the price of the required amount

of spiritual nourishment. The question was still unsettled when the office door opened and a stranger glided into the room and stood before his desk.

"Are you the boss?" he asked in a hoarse whisper.

"Well, not entirely, but a-h, perhaps I can attend to you. Everyone else is out," was the conservative reply.

The visitor plunged both hands into his side coat pockets and drew forth a revolver large enough to kill an elephant in one hand and in the other an ominous looking package closely resembling a dynamite cartridge, or a stuffed sausage.

"I want \$5,000 and I want it quick. I know you have it in the safe, for I just saw a man pay his subscription, and besides with your large circulation this is a mere bagatelle. Hand it out or I'll scatter your brains on the wall paper and blow this entire establishment so high that the fragments will fall in the next county."

The religious editor gasped for breath, caught it and his composure at the same time.

"Five thousand, eh? Better make it six. Just as well, old man, you know." And he smiled affably.

The dynamiter stared and hesitated. "No, five thousand, and be quick about it. It's money or die for both of us."

"See here, doctor, I'll bet you ten dollars you don't dare shoot, another ten that you don't dare drop that package if it's really got dynamite in it, and ten dollars more that it isn't dynamite. Don't mind making it another ten that you lose all your bets. See? I'm no Jay Gould on earth a second time and I haven't seen five thousand dollars, all at once, within the last five thousand years. Old man, you're a rank bluffer. Go way, you annoy me," and the religious editor started to write, with an expression of pious disgust upon his face.

The sanguinary stranger was staggered. This was his first experience in a newspaper office and he may easily be excused for being somewhat astonished.

"So I don't get the five thousand and we both die, do we?" he interrogated, but a little more feebly than at first.

The religious editor looked up again with an air of pain and ennui. "What, still here? No, not a five thousand, and the only man around here in danger of sudden death is someone that looks like you. Look here, mister man, if you fool with me much longer there'll be a funeral at your house within a day or two. You'll be there yourself, but you won't know it. You haven't got any dynamite



or any nerve and your gun's not loaded. Go 'way, you are annoying me in business hours."

"One minute more, young man, and you and I will appear together before that awful tribunal——"

"Yes, you're right," interrupted the religious editor. "It'll be an awful tribunal for you. You'll get six months and \$100 fine and you go there mighty quick if this old game is kept up much longer."

The dynamiter began to appear ill at ease and nervously fingered his revolver and alternately eyed the editor and the package of alleged dynamite. But still the bomb did not fall and the revolver was inactive.

The religious editor continued: "Now let's be reasonable. This is a good game, perhaps, in a bank, but not here. It might work with an advertising agent. In fact, I'll mention it to our advertising manager. From the way business has been of late, he needs a gatling gun and a pocket full of dynamite to get a contract. Go rob a bank, and if you win come back here and I'll put you onto a sure thing. You'd better get out of here and put up those things or someone may come in and there'll be a row in which you will play a conspicuous and personally unpleasant part."

At this juncture a step was heard on the stairs outside. "Hurry up," urged the religious editor, "likely enough it's an officer. They frequently come here. Get those things out of sight."

The subdued anarchist hastily thrust his bomb and pistol in his pockets and glanced with nervous and sheepish apprehension towards the door, which opened a moment later to admit a brisk looking stranger, who addressed the religious editor without delay:

"Ah, Mr. Smith, glad to find you in. Have called several times before. You know you promised to let me have something on that note, which is now considerably overdue, you know. I really must insist on your being a little more prompt. These are hard times and——"

"Certainly," responded the religious editor with unwonted alacrity. Then turning to the now thoroughly abashed dynamiter he remarked pleasantly, "Ah, Mr. ah, u-m-m, will you please let me have that tenner, you know, on that little deal of ours. You see, I need it today, or wouldn't mention it."

The dynamiter breathed hard for a minute. There was a smile on the lips of the religious editor but an unpleasant look in his eye. With trembling fingers he drew a ten dollar bill from his pocket and handed it over.

"Yes, thanks. Just credit on the note, Mr. Bjones. Good day. What, must you go." (to the dynamiter, who was stealthily stealing out in the rear of Mr. Bjones). "Well, call again," and the religious editor turned to his work.

The sanguinary stranger walked to the street, looked up at the building, drew a long breath, softly whistled and remarked: "Well, I be d——d i——" The closing invocation was lost in the close shut teeth, and with a face which spoke utter disgust, he simmered down the street, while the wind softly murmured a lullaby through the whiskers of the policeman on the further corner.

### THE GREAT REVOLUTION.

By REV. H. L. HASTINGS, Editor of the Anti-Infidel Library and of *The Christian*.

It is not easy to realize the changes that have been wrought in human life and human opinion within the period covered by history. The things that *are* differ so greatly from the things that *were*, that we seem to be in a new world.

There was a time when captives taken in war were slaughtered or enslaved; and when the conquering of a nation meant the deportation and captivity of its population, who were carried away never to see their homes again.

There was a time when mighty monarchs were represented, as in the paintings in Egyptian tombs, clutching their captives by dozens by the hair with one hand, while with the other they raised their weapons to destroy them.

There was a time when, even in imperial Rome, with all its wealth and culture, a man could kill his wife if he pleased, and no one had a right to interfere or ask questions.

There was a time in Rome when single individuals held as many as ten thousand slaves, and when a master could do just what he pleased with a slave, his power being absolute and unlimited, to torture, mutilate, or kill them, if he chose.

There was a time when in Rome no man possessed of five thousand dollars could will his property to his wife, his daughter, his mother, or any female relative, unless it was a vestal virgin from the sacred altar.

When we look on the world today, imperfect and sinful as it is, we can but see that a great revolution has been accomplished. How has this revolution been brought about?

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There are various answers to this question. Some say it has been by means of evolution, by human progress, development, and the spirit of the age; but these statements do not sufficiently discriminate.

The barbarities and infamies of which we speak are not peculiar to any race or age. We find them amid the splendors of Egyptian civilization, amid the beauty of Assyrian architecture, amid Babylonian wealth and magnificence, amid Grecian art and culture, amid Roman physical and intellectual supremacy; and in connection with the highest type of civilization then known all these horrors and other nameless infamies were found.

"But such things have passed away with the advance of ages."

By no means. There are lands and peoples today just as barbarous and as infamous in their lives as those people were eighteen hundred or twenty-five hundred years ago. Time has not wrought these changes; they have been wrought by the Word of God and the gospel of Christ.

Men talk about the "dark ages." When were the "dark ages"? Outside of the light of God's revelation the ages are as dark in the nineteenth century as they were in the ninth.

Nor does civilization regenerate communities. China has had civilization for ages, and yet Bayard Taylor declared that the exceptional depths of human depravity witnessed in his own country were only the dead level of common life in China. Undoubtedly there are excellencies in Chinese character and ethics; but it was not until the summer of 1889 that an imperial decree was issued forbidding a man to murder his own infant daughter, under penalty of sixty strokes of a bamboo!

The truth is simply this: the great revolution has been wrought by the gospel of the Son of God. Wherever this gospel has gone it has changed society, government, and law, by changing the individual, and renewing the personal lives of men. It has not been a matter of latitude, or longitude, or chronology, or nationality. Wherever the gospel of Christ has *not* gone, there barbarism, cruelty, and iniquity prevail; wherever the gospel of Christ *has* gone, the great revolution has occurred. It has not been the result of force, or power, or government; as may be seen from the fact that where Christianity shines the brightest, still governments may be corrupt, and national infamies may be perpetuated by governments, which are abhorrent to true Christians, and even to the heathen themselves; as, for example, the opium traffic in China, and the drink traffic in Africa. In fact, one of the greatest

obstacles in the way of changing and uplifting the nations is often the unrighteous conduct of governments which are professedly Christian.

The great revolution has been wrought in individual hearts and lives. Men who were once vile, debased, polluted, hateful, and hating one another, are changed by the Word of Truth, by the power of God, and by the energies of the Holy Spirit, until the lion becomes a lamb, and men who were "like natural brute beasts, made to be taken and destroyed," come to wear the meekness and gentleness of Christ, and adorn the doctrine of God our Saviour in all things. Such men are the light of the world, and the direct light which they shed, and the reflected light which beams from their example, and pervades communities and nations, humanizing and restraining them, and shaming their vileness and their iniquities, is another proof of the divinity of that Saviour who was made flesh, and dwelt among us, and in whom was fulfilled the promise made to Abraham, "In thee and thy seed shall all the nations of the earth be blessed." The blessing has come; happy are they who accept it and enjoy it.

*Boston, Mass.*

Mrs. O'Tool—"So Pat is dead at last. Oh, he was a foin man at sickness."

Mrs. McNamee—"Yis indade, poor Pat. He wos workin' in the sewer and tuk cold, and niver was well after that at all."

Mrs. O'T. (mournfully)—"Yis, sure it was the last sickness that kilt him."

#### WANTED!

Wanted: Men—  
Not systems fit and wise,  
Not faiths with rigid eyes,  
Not wealth in mountain piles,  
Not power with gracious smiles,  
Not even the potent pen;  
Wanted: Men.

Wanted: Deeds—  
Not words of winning note,  
Not thoughts from life remote,  
Not fond religious airs,  
Not sweetly languid prayers,  
Not love of scent and creeds  
Wanted: Deeds.

Men and deeds—  
Men that can dare and do;  
Not longing for the new,  
Not prating of the old:  
Good life and action bold—  
These the occasion needs,  
Men and deeds.

—Duncan Macgregor.

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## DAWSON.

Dan Dawson—whose body was put in the earth on the day these words are written—could not, nor did he ever, live in this contemporary world. Those strong shoulders and limbs of his, his brawny neck and massive skull, did indeed, serve to make his being sensible to us; but between his spirit and its environment there was established no community of interests and sympathies. His profound vitality was nourished from deep sources, which have remained unchanged by the varying fashions of existence, and are the same now as when Homer sang, and Moses saw God in the bush. He was, therefore, a stranger among us; a man whom we did not understand, because he moved in what, to us, was a "Fourth Dimension" of intellectual and emotional space, and who did not understand us, because we, feeding on phantoms, appeared ourselves phantasmal in sight. Love was the only medium through which he could reach any of us; and yet, hearty and whole as was the fire of his friendship, there was often in the recipients of it a feeling that did he know them better he might love them less; did he not first endow them with his own conceptions of loveliness he would not find them fair. The truth probably was, that he loved their better selves, and by the spell of that love called their better selves into manifestation. But to go with him in anything but outward companionship and good-fellowship was difficult and arduous,—a constant drain upon higher and broader sympathies than we are wont to afford. Few men could have faced Dawson successfully with the gloves, in the use of which he was so expert and formidable; but fewer yet could have returned him good and sincere exchange for the thoughts and preceptions which were supplied to him from the remote and lonely nursery of his spirit. Amidst the buzzing of the clubs, the clangor of the iron mills, and the roar of the streets which he frequented, he was a solitary, trying pathetically to translate our vague echoes into veritable words, and our unsubstantial pantomime into faithful act. He felt, but did not comprehend, the failure of his effort, and perhaps was led to embrace a species of Fatalism, or questioning of the validity of Divine Government because he had fallen upon a passing day of emptiness and noise. He would rather believe that men are helpless victims of necessity than that they voluntarily betray their ideals.—*Julian Hawthorne, in January Lipincott's.*

Subscription to THE STATION AGENT reduced to \$1.00 per year on and after Jan. 1, '94.

## BUREAU OF JUSTICE.

One of the many Chicago institutions that attract the interest of strangers because of their philanthropic nature, is the Bureau of Justice, which for the past six years has been fighting the legal battles of those unable to defend themselves. The bureau is strictly a philanthropic institution, supported by voluntary contributions, and should not be confounded with so-called wage collecting agencies. In its work of protecting and defending the poor and friendless in their rights it has during its existence handled in the neighborhood of 20,000 different claims. It has had nearly 1,800 cases in the court, covering the entire field of civil and criminal practice. It has looked after hundreds of mortgage cases and has collected nearly \$450,000 in wages. It has prevented thousands of poor people from becoming the victims of injustice, and in that way has saved a vast sum of money to the community. The work this year, it is announced, has increased at least one-third over that of any previous year. This and the stringency of the times compel the Bureau of Justice to appeal to its friends and well-wishers in the community for their subscriptions, which may be sent to J. C. Stirling, president, 1060 Rookery Building, or Joseph W. Errant, agent and attorney, room 718, 56 Fifth avenue, who will also furnish reports of the work on application.

## THE ORIGIN OF LOVE.

The poetical account that is given from Aristophanes of the origin of love explains the old idea, which still survives, that every soul has somewhere its peculiar mate and explains also the tribulations that occur in finding it. According to the poet-philosopher there were once three sexes, descended from the sun, earth and moon, and each had a duality of heads, arms and legs. But the beings so endowed were round and revolved about with the facility of a Fourth of July fire-wheel.

In process of time they grew so fierce and powerful that Zeus was put to his wit's end to know what to do with them, as they attempted at one time to storm heaven and overpower even the gods. He did not wish to destroy them outright, so he directed Apollo to cut each of them in two, which was done, and thus the number of human beings was doubled. Each of these half beings continually wandered about seeking the other half. And when they found each other their only desire was to be reunited by Vulcan and never parted again.



And this longing and striving after union is what is meant by the name of love. As the separations that necessitate this union were made in heaven, we can now see why all perfect matches are supposed to be ordained there. The ill-assorted and irritable ones are those that spring up without knowledge and in a haphazard fashion, where two halves that never belonged together are yoked unequally. —*Waverly.*

Farmer A.—“How much did you get fer yer 'taters?”

Farmer Be.—“Wal, I didn't get as much as I expected, and I didn't expect I would.”

This is the time of year when the poet gets his wife to pour ice-water down his back and jingle sleigh-bells while he works up a Christmas poem.—*Puck.*

#### PLENTY QUICK, HO GAN.

Him name b'long Ho Gan,

Char Ho Gan ,

An' him plenty quick man ;

Him *ta jin*.

Him pull lil' iron stick—

Ah, ya ! Oo-o-e !

In Bu'lo plenty quick !

*T'ien !*

Heap lot man Lochester be,

Wait lil' bit big choo choo, see !

Hah. Him plenty big ; lil' man

Plenty yellow button, him say:

“Hi-lo, Ho Gan.”

Hah ! Can't see Lochester—him gone by.

Plennty dirt in Chinaboy's eye.

One mile, thlee mile, ten, 'leven mile—

Man yellow button, him plenty smile.

Heap quick, Ho Gan.

Choo-choo's “hoo-oo-oo” makes him Chinaboy

What for man say “him pletty slick.” [sick.

Made 'um mile thirty-two seconds—

Chinaboy alle same in Bu'lo heap quick !

“Goo'-boy, Ho Gan !”

Him name belong Ho Gan,

Char Ho Gan.

An' him plenty quick man ;

Him *ta jin*.

Take him Chinaboy to Cantong—

Seven thousan' mile plenty quick—

Thlee days on big choo-choo—him 999 !

*T'ien !*

YUET SING LEE.

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CLEVELAND, O.



**PERSONAL.**

We shall appreciate "personals" sent us for this column—promotions, changes, personal mention—from any quarter.

We especially desire every general office to place THE STATION AGENT on their mailing list for all circulars, that we may keep fully informed.

Mr. G. F. Goodrich has been appointed station agent of the Nor. Pac. R'y at Livingston, Mont.

Mr. G. B. Edwards has been appointed station agent of the Nor. Pac. R'y at Stillwater, Mont.

Mr. J. R. Williams has been appointed relief agent of the Nor. Pac. R'y at Whitehall, Mont.

Mr. J. A. Mayes has been appointed station agent of the Northern Pacific R'y at Springdale, Mont.

Mr. Burr Finnell has been appointed traveling passenger agent of the St. Louis South-Western in Texas.

Mr. W. J. Carter has been appointed agent at Platford, Fla., for the S. F. & W. R'y, South Florida Division.

Mr. Frank Roe has been appointed station agent of the Nor. Pac. R'y at Prickley Pear Junction, Mont.

Mr. A. A. Poland has been appointed commercial agent of the Chicago, Peoria & St. Louis at St. Louis, Mo.

Mr. S. H. Lattimer has been appointed freight agent of the West Shore Route at Ilion station, vice A. E. Shineman.

Mr. A. H. Pickard has been appointed agent of the West Shore Route at Spraker's station, vice S. H. Lattimer.

Mr. W. H. Richardson has been appointed agent of the S. F. & W. R'y at Istachatta, Fla., vice F. H. Morgan, transferred.

Mr. E. P. Martinere has been appointed agent of the S. F. & W. R'y at Pemberton, Fla., vice J. L. Seibert, resigned.

Mr. W. G. Penney has been appointed freight agent of the West Shore Route at Cox-sackie station, vice W. H. Pattinson.

Mr. F. D. Kellogg has been appointed ticket agent of the West Shore Route at East Buffalo station, vice Chas. E. Thomas.

Mr. C. J. Nicholson has been appointed ticket agent of the West Shore Route at South Schenectady station, vice A. H. Pickard.

Mr. W. R. Busenbark, late traffic manager of the Chicago Great Western, is now with Baldwin Bros., bankers and brokers, Wall street, New York.

Mr. J. H. Clabaugh has been appointed agent of the South Cal. Ry. at Anaheim, Cal.

Mr. Clabaugh is an enthusiastic member of the R. A. A. away in the sunset land.

Mr. J. F. Norris has been appointed general freight and passenger agent of the Cumberland Route, in place of Mr. T. C. Sturgis. Headquarters, Brunswick, Ga.

Mr. L. Merritt, division freight agent of the West Shore at Buffalo, N. Y., has been appointed division freight agent at Syracuse, N. Y., to succeed Mr. C. L. Van Woert, promoted.

Mr. D. B. Keeler, general freight and passenger agent of the Fort Worth & Denver City, has been appointed to succeed Mr. F. Wild, resigned, as assistant general freight agent of the Union Pacific at Denver, Colo.

Mr. O. P. McCarty will, it is said, retire from the position of assistant general passenger agent of the Baltimore & Ohio Jan. 1 to devote his entire time to the Baltimore & Ohio South-Western, of which he is general passenger agent.

Mr. H. E. Pilcher has been promoted to the office of acting general freight agent of the Jacksonville Southern. A. A. Poland succeeds Mr. Pilcher as general agent in St. Louis. The office of assistant general freight agent has been abolished.

Mr. P. H. Goodwyn, chief clerk in the office of General Freight Agent Polk of the Gulf, Colorado & Santa Fe, has been appointed assistant general freight agent of that road, with headquarters at Galveston, Tex. Appointment took effect Dec. 25.

Mr. C. F. Zimmerman, formerly assistant general freight agent of the Denver & Rio Grande, and afterward general agent of the Atchison, Topeka & Santa Fe at Denver, Col., has been appointed commercial agent of the Union Pacific, Denver & Gulf at Denver, Col.

Mr. James Morton, who has been local ticket agent of the Burlington, Cedar Rapids & Northern at Cedar Rapids, Iowa, for twenty-one years, has been appointed general ticket and passenger agent of that road, with headquarters at Cedar Rapids, to succeed Mr. J. E. Hannegan, resigned.

Mr. W. W. King has resigned as city passenger and ticket agent of the Chicago, Burlington & Quincy at Chicago to accept the position of freight traffic manager of the Chicago Sugar Refining company. Mr. King has been in the service of the C., B. & Q. for twenty years, beginning as an office boy in passenger department, and has been city passenger and ticket agent since 1888.



### In 1896, What?

**T**OUCHING the duty and privilege of the workingmen, which is none the less the duty of every citizen, we agree with the editor of "The Trainmen's Journal" when he says:

"It is becoming more and more evident with the fading of time, and the coming and going of political conventions, that the workingman of the United States can have little hope of receiving aid from either one of the great political parties. Promises are rife with each recurring campaign as to what this or that party will do to uplift the laboring classes. The star of hope is held aloft until its radiance fairly dazzles the eyes and numbs the senses of the laborer, but that is all. The campaign over, the star goes a glimmering, as do all the fond anticipations of those who have blindly followed its bright scintillations. The politicians, uplifted through the power of his franchise, feeling safe in their political positions, have no further use for him, and the politicians "turned down" owe him nothing. The door is closed against him, and while the victorious leaders are banqueting inside, the workingman stands hungry and shivering on the portal. He was invited to the "house raising," but his name has been omitted from the list of those who partake of the feast following the "house warming." Politicians argue that it is a long time between campaigns and the workingman, ground as he is to his task, is possessed of only a short memory. They argue he is a good easy-going fellow and can be cajoled into following their lead when the glare and glitter of another 'spell binder' season is placed before him. And they are more than half right. In fact, the past has demonstrated that they are wholly correct in their estimate of this great American voter. The only break in this monotonous method of 'following your leader' has been the almost humorous manner in which he has changed leaders. Like the pendulum he swings back and forth. Good times and unparalleled prosperity drive him from the party in power, and stringent times and financial panics, not in any sense the product of the party he has just elevated to position, cause him to unhesitatingly kick them out. Here is a paradox, a most ingenious paradox and it could only be perpetrated by the workingman, the great important factor in American politics, the holder of the destiny of the nation, who can dispense smiles and tears to politicians as his moods will. In state and national gatherings of workingmen of late, these idiosyncracies have been more fully discussed than ever before, and it has been explained that the only salvation of the toiler is to strike for his rights at the ballot box, not blindly, as he has too often

done, but with his eyes wide open. He must study the conditions that confront him. He must put aside all passion and prejudice and calmly judge the promises of the existing political parties, and if he finds in one of them the principle for the establishment of which he has been struggling and can be convinced that the politicians really mean what they say, it is his duty to vote with that party. If neither party will give him the relief sought he has his remedy in independent action. While there should be no necessity for action of this character, while it would be wholly unwise and unnecessary to add to our political institutions the cumbrous and expensive machinery of another party, the workingman, if he persists in his, at least foolish peregrinations, will soon find himself driven to it. He cannot long follow in the path of his past actions and still retain his manhood. He must learn to think and to bring to his thoughts tangible results or a serfdom worse than the slavery of antebellum days will be his lot and he alone will be responsible for it. The next national election is still some distance away, but already the rumbling of the great artillery wagons of the opposing political parties strikes our ears like distant thunder, as they are being drawn up into line of battle. The generals, the colonels, the captains and the little non-commissioned officers are giving and receiving orders. The pickets are out, the skirmish line is being thrown into position and there is a grim determination on both sides, which indicates that in 1896 a battle royal is to be fought. As the armies draw nearer and nearer, the color bearers of one party will hold aloft the bright flag of 'protection,' and meeting them with exultant step will proudly come those who carry the standard of 'tariff for revenue only.' Since the war of the rebellion the United States has had the highest tariff of any country in the world. The workingman has had ample opportunity to judge of its beneficent features. He has worked under its operations for three decades, but at the last national election he declared in most emphatic terms his disapproval of the system. The opposing party was brought into power and for the first time in nearly half a century was given control of all departments of the government. The party is pledged to a radical change in the tariff, looking toward ultimate free trade. In the legislation which is to be the outcome of the present session of Congress the pledge will be kept. The people will be given a lower tariff, a tariff for revenue only. Will this policy fulfill the promises made to the workingman? If it does, his duty in 1896 is clear; if not, what? Can he be depended upon to outline a course of action which will tend to the betterment of his condition? Perhaps he can, but he must be more honest with himself than he has ever been in the past. He must cultivate consistency; he must be more of a patriot and less of a partisan. He must put aside strife and bickering and labor honestly and intelligently along the lines which justice and his own conscience tell him to be right, and the result will be the dawning for him of a brighter era of peace, prosperity and happiness; an approach, at least, to the long hoped for millenium."





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We will send you the marvelous French Preparation **CALTHOS** free, and a legal guarantee that **CALTHOS** will **Restore your Health, Strength and Vigor.** Use it and pay if satisfied. Address **VON MOHL CO.,** Sole American Agents, Cincinnati, Ohio. Please mention this paper.

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To print ENVELOPES, BUSINESS HEADINGS, YOUR NAME and ADDRESS on all kinds of Advertising Matter, LABELS, PRICE TICKETS, stamp WOODENWARE, etc. In fact you often want a Rubber Stamp FOR IMMEDIATE USE. WE WILL SEND

**Outfit No. 214 For \$3.00**  
ALL CHARGES PREPAID.

the following—A neat box containing 285 separate pieces, an Eleven A alphabet, Figures, Points, Ornaments, Spaces and three solid lines;—RETURN IN 10 DAYS TO," as shown below, so that you can instantly change the stamp to print Envelopes, Packages or Advertising Matter.

**WE GIVE** a four-line type holder, Self-Inking Pad, Tweezers for holding type and a Dater complete.

We will send Outfit No. 214 on approval, and IF NOT satisfactory will refund the money.

REFERENCE—ANY CHICAGO JOBBER.



YOUR CLERK will do all your small printing, and save you its cost a dozen times over in printing bills.

## CUT PRICE

Now includes a DATING STAMP good for six years with words PAID, REC'D, ANS'D, ENT'D used thus:

PAID APR 7 1899

Specimens of type we furnish.

AAAAAaaaaaaBBBBBbb,  
111222334\$.....,---"---+---+

RETURN IN 10 DAYS TO FOR SALE BY

**WM. H. DIETZ, 117 Dearborn Street, Chicago.**

## Kalamazoo R.R. Velocipede & Car Co

KALAMAZOO, MICH.



New Steel Velocipede with folding trailing arm. Very speedy and easily propelled. Carries either one or two men. Geared 4 to 1. Weight, 140 lbs.

Send for 1892 Catalogue.





# THE STATION AGENT.

... SUBSCRIPTION REDUCED ...

—TO—

## ONE DOLLAR

From January, 1894.

New subscriptions received previous to January will entitle subscribers to November and December issues. . . . .

### FREE.

**WE OFFER.**—For forty (40) new subscribers sent us by any one person previous to April, 1894, we will furnish a Hall Typewriter (improved), in an elegant black walnut traveling case. The selling price of these Typewriters is \$30.00.

**For fifteen (15) new subscribers sent us by any one person,** previous to July, 1894, we will furnish a Crown Fountain Pen. These are gold pens and rubber holders, the selling price is \$4.00. Or, in case of failure to secure the full number of subscribers we will allow ten per cent. commission on number secured.

**The Clark, Britton & Wright Co.**

M. G. CARREL,  
MANAGER.

45-49 Sheriff Street,  
CLEVELAND, OHIO.



THE RETAIL PRICE OF THIS SCIENTIFICALLY PERFECT INKWELL IS ONLY

**One Dollar and Fifty Cents, \$1.50.**

Yet in order to introduce them and give our *subscribers a benefit*, we offer to each subscriber, new and old, from now to April,

**THE STATION AGENT JOURNAL** \_\_\_\_\_

AND

\_\_\_\_\_ **THE STATION AGENT INKWELL**

FOR

**One Dollar and Seventy-five Cents, \$1.75.**

**WE WANT AGENTS** in every town in this country and will make **VERY LIBERAL TERMS** to such agents; either to handle this inkwell alone, or in connection with **THE STATION AGENT**.

**RETURN THIS ORDER TO US.**

Making a cross after the combination desired.

**THE CLARK-BRITTON & WRIGHT Co.,**

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Enclosed find.....~~100~~ \$....., for which  
please send me

- ☐ **\$1.75.** THE STATION AGENT from.....189....., to  
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AGENT INKWELL.
- ☐ **\$1.50.** THE STATION AGENT INKWELL.
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- ☐ **\$0.75.** Being a regular subscriber with subscription paid, I desire the  
INKWELL in accordance with your offer.

Name.....

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Post Office..... State.....

Date.....18.....



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 Medal and Diploma  
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**'Old Reliable'** Leads  
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 If you are interested in Poultry, it will  
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**SPECIAL OFFER FOR INTRODUCTION**  
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**BANJOS**  
 FULL NICKEL RIM  
 FINE FINISH & TONE  
**F. J. SCHWANKOVSKY'S**  
 MUSIC HOUSE.  
 DETROIT  
 \$9.00 \$11.25



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The "P. G." and "OPHIR" collar-buttons lock the collar securely and quickly, the stiffest collars can be buttoned and unbuttoned easily, without hurting the fingers or soiling the collar. These buttons are new and should your dealer not yet have them send direct to manufacturers: P. G. (in rolled plate only), 25c. OPHIR, in sterling silver, \$1.50; solid gold \$2.50. No stamps.

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 176 Broadway, New York.

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**RUBBER STAMPS, 5c each.**  
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 STATION AGENT.**

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ANOTHER ACCOUNT OF A MARVELOUS CURE  
 EFFECTED BY THE

## DR. G. F. WEBB ELECTRO-MEDICAL APPLIANCE.

### A Remarkable Cure After Thirty Years Suffering.

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Some thirty years ago I was thrown from a horse, my feet being caught in the stirrups and I fell upon the pommel of the saddle, receiving an injury which nearly cost my life. For years I suffered without permanent relief. My physicians could do nothing to restore the life to my generative system. All life or activity seemed gone, yet I was in pain most of the time and at times life was a burden.

In the fall of 1891, having heard so much of Dr. Webb's Improved Electric Body Batteries with special Appliances, I purchased one of him, and I am happy to say it has done what medicines failed to do, and I am myself again, cured after thirty years of suffering. I can say to anyone suffering from vital injury like mine, you can rely upon Dr. G. F. Webb's Electric Belts doing all or more than he recommends for them.

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Send 10 cents for 100 page illustrated  
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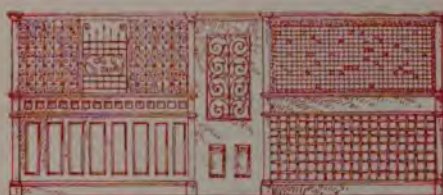
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For \$1.65 post-  
paid, Ladies' Gen-  
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Tip, Opera and  
Common Sense.

ALL SIZES.  
Worth \$2.50.

Gent's Genuine Calf  
Solid Leather, (New Lace  
and Congress combined)  
New Square Toe sent  
postpaid for \$2.50, also  
New Bulcher Cut Lace  
Shoe Solid, Calf, all sizes,  
for \$2.50 postpaid, worth  
\$3.50.



780 Pairs sent last month by mail.

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ROSSIE RED, BROWN and PURPLE, DRY, GROUND IN OIL and  
READY MIXED. Made from the PUREST MATERIAL and are far su-  
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*Dry, Ready Mixed for Use and Paste Form. Dark Slate and Brown Color.*

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Before ordering elsewhere send to **BATY**  
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ARTIFICIAL LIMBS,  
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THE ONLY LINE OF...  
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## "CATCH, THEN, O CATCH

### THE TRANSIENT HOUR."

people of those days had only the lumbering Stage Coach. Now, a second may mean your missing a train; may mean the loss of thousands, perhaps hundreds of thousands, and may mean life or death. Any way you take it, seconds mean money; therefore, the purchase of a

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AND THE  
TRAFFIC DEPARTMENTS  
OF THE  
RAILWAY SERVICE



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Excursion book, covering the entire Boston & Maine system and connections; containing list of routes, rates, boarding-house list, etc., etc., sent to all applicants free of charge.

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The above illustrated descriptive books will be sent post-paid on receipt of ten cents each in stamps. A sample copy of each will be sent to ticket agents free upon application. Address General Passenger Dep't

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*Advertise in the "Station Agent."*

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**THROUGH LINE**

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No brush, no blotters, no water tubs. Perfect copies  
Little Time. Great Convenience.

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We want a good live exclusive agent in every town of the United States. You can make some money selling these Baths.

We refer you to the editor of this paper.  
Mention THE STATION AGENT when you write.

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The "P. G." and "OPHIR" collar-buttons lock the collar securely and quickly, the stiffest collars can be buttoned and unbuttoned easily, without hurting the fingers or soiling the collar. These buttons are new and should your dealer not yet have them send direct to manufacturers: P. G. (in rolled plate only), 25c. OPHIR, in sterling silver, \$1.50; solid gold \$2.50. No stamps.

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176 Broadway, New York.

### DEAFNESS & HEAD NOISES CURED

by Peck's Invisible Tubular Ear Cushions. Whispers heard. Successful when all remedies fail. Sold every day by F. Hincos, 855 B'way, N.Y. Write for book of proofs.

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\$4.50 \$6.00



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WM. A. BELL, Mfg., Bolivar, Mo.

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#### An Adjustable Type Stamp.

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Outfit No. 214 For \$3.00  
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WE GIVE a four-line type holder, Self-Inking Pad complete, Tweezers for holding type and a Dater.

We will send Outfit No. 214 on approval, and IF NOT satisfactory will refund the money.

REFERENCE—ANY CHICAGO JOBBER.



YOUR CLERK will do all your small printing, and save you its cost a dozen times over in printing bills.

### CUT PRICE

Now includes a DATING STAMP good for six years with words PAID, REC'D, ASS'D, EN'D used thus:

PAID APR 7 1899

Specimens of type we furnish.

AAAAAaaaaaaBBBBBbb,  
111222334\$......,---"◀+▶

RETURN IN 10 DAYS TO FOR SALE BY

WM. H. DIETZ, 117 Dearborn Street, Chicago.

## Kalamazoo R.R. Velocipede & Car Co

### KALAMAZOO, MICH.



New Steel Velocipede with folding trailing arm. Very speedy and easily propelled. Carries either one or two men. Geared 4 to 1. Weight, 140 lbs.

Send for 1892 Catalogue.





NEW ROUTE  
NEW TRAIN  
ELEGANT  
EQUIPMENT



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**HAVING NO SUPERIOR**

In Comfort and Elegance.

A Pullman  
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Built expressly for this service  
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Ticket Agents remember "The Diamond Special."

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CHICAGO, ILL.

**Cleveland, Canton & Southern R. R.**

City Ticket Office 141 Superior St.

STATION: ONTARIO ST., OPPOSITE HURON ST.

	Arrive.	Depart.
Canton, Coshocton, Zanesville.....	12 00 AM	7 00 AM
Canton, Coshocton, Zanesville.....	6 30 PM	3 00 PM
Canton-Kent.....	9 35 AM	6 05 PM
Kent.....	8 10 AM	5 45 AM

Suburban trains for Newburg and Bedford leave 6:05, 7:00, 8:55, 11:10 A. M., 1:30, 3:00, 4:55, 6:54, 6:05 P. M. Arrive 6:00, 7:10, 8:10, 9:35, 10:00 A. M., 12:00 M., 1:05, 4:10, 6:30 P. M. Chagrin Falls—trains leave: 6:05, 8:55, 11:10 A. M., 1:30, 4:55 P. M. Sunday only: 5:45 P. M. Arrive 6:00, 7:10, 10:00 A. M., 1:05, 4:10 P. M. Sunday only: 8:10 A. M. Theater train for Chagrin Falls and way stations Monday, Wednesday and Saturday leaves 10:15 P. M.

Trains marked \*daily. All others daily except Sunday.

**Valley Railway.**

Depot Foot of South Water Street.

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	Arrive.	Depart.
Akron and Canton.....	6:40 pm	7:10 am
Akron, Canton and Valley Jc.....	10:10 am	3:15 pm
Valley Junction and Way Stations.....	6:40 pm	7:10 am
Akron, Canton and Chicago.....	8:00 am	6:30 pm
Wooster and Garrett.....	3:00 pm	11:00 am
Wooster.....	3:00 pm	6:30 pm
Akron, Canton and Marietta.....	3:00 pm	11:00 am
Steubenville, Wheeling, Washing- ton, D. C., and Baltimore.....	3:00 pm	11:00 am

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Every Ticket Agent should be thoroughly informed in regard to California Business at this time of year. **NO TICKET AGENT** is well informed unless he knows **THE ADVANTAGES** of the **ROCK ISLAND ROUTE**, and sends his friends via the **C. R. I. & P.**

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**V**ERY important changes have recently been made in round trip California tickets.

We are prepared to offer extraordinary inducements and facilities to intending travelers which cannot help but be to their advantage. For full particulars address

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#### "Cleveland & Pittsburg Short Line."

Best, Shortest, Quickest and most Picturesque Route via Pittsburg, to Washington, Baltimore, Cumberland and all points in the South East.

**20** Twenty miles shortest line between Cleveland and Pittsburg.

**P**erhaps you ne'er have traveled yet,  
& know not best what things to see;  
**L**ist then to me—your friend well met.  
**E**'er now you start—Go P. & L. E.

When you travel be sure and ask for ticket by this, the People's Favorite Line.

**G. M. BEACH,**  
Gen'l Supt.

### NICKEL PLATE. THE . . . ALL AMERICAN The New York, Chicago & St. Louis R.R. SHORT LINE

BETWEEN THE

**EAST AND WEST.**

**LOWEST RATES.**

Direct Line, Through Cars

. . . BETWEEN . . .

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**CLEVELAND, O.**



# Mexican Central Railway.

THE ONLY STANDARD GAUGE ROAD EXTENDING FROM THE  
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Pullman Drawing Room Sleeping Cars on all  
Through Trains between

THE UNITED STATES AND THE CITY OF MEXICO.

Passing en-route all of the PRINCIPAL CITIES in the REPUBLIC, making direct connection  
between Boston, New York, Philadelphia, Washington, Baltimore, Pittsburgh, Buffalo,  
Cleveland, Detroit, Chicago, St. Paul, Minneapolis, Cincinnati, Louisville,  
New Orleans, Kansas City and intermediate points, and the

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361 Broadway, N. Y.

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Ladies or gents. The  
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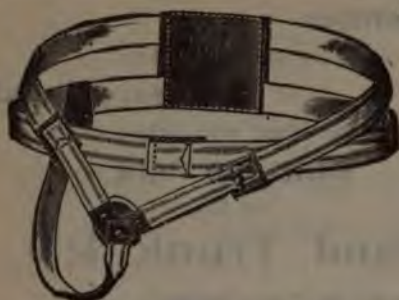


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President, D. S. Wagstaff, Michigan Central, Detroit, Mich.

Vice-president, Sid. J. Gates, Louisville & Nashville, Cincinnati, Ohio.

Secretary, H. C. Holabird, New York, Lake Erie & Western, Cincinnati, Ohio.

Executive committee: J. H. Word, of the Texas & Pacific, was chosen the next orator. F. D. May, A. G. Sherman, Colonel R. F. Beasley, J. A. S. Reed and A. J. Shaw.

Sergeant at arms, Herman Holmes.

Remember the patrons of the Nickel Plate Road can take a through car for California after March 1st, weekly.

#### Facts to Remember.

The *Evening Telegram* says that the West Shore railroad is at present conducting a wonderfully large passenger business, much of which is due to the desire of the public to enjoy some of the finest river scenery in this country. On the principle that fast time and good service are the only things that draw in this age, the company now runs fast trains frequently between this city and Buffalo. In addition to this, a vast amount of money has been expended in ballasting the roadbed and making it smooth for fast running. Talking with a gentleman who has traveled extensively in Europe and America, and whose habits of observance are proverbial, a *Transcript* reporter was told that there is no railroad in the world the route of which runs through a country giving such a panorama of beautiful scenery as does the West Shore. Beginning with the perfect river and mountain scenery along the Hudson River and ending at the great Cataract of Niagara, the eye sees one endless picture of changing, beautiful and interesting views. The interest of the traveler is not allowed to flag for an instant. There is not for any distance along the road any deep cuts to hide the views presented, and if the road had been constructed for the express purpose of viewing nature in its most favorable aspects, it could not have been built for that purpose any better than it is at present. For the purpose of viewing the Hudson alone, the gentleman advises all to make the trip, either up or down, on the railroad. It is preferable, if in warm weather, to go up on the boats as far as Newburgh and return in the evening on the train, as the road is then perfectly shaded from the heat of the sun by the hills and mountains, which rise above the river on its western shore.

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#### PERSONAL.

We shall appreciate "personals" sent us for this column — promotions, changes, personal mention, from any quarter.

We especially desire every general office to place THE STATION AGENT on their mailing list for all circulars, that we may keep fully informed.

D. B. Kibler has been appointed agent of the S. F. & W. R'y at Pemberton, Fla.

Mr. M. Crown has been appointed agent of the S. F. & W. R'y at Donnellson, Fla.

Mr. Late Le May has been appointed agent of the Northern Pacific Railway at Cinnabar, Mont.

Mr. Thomas C. Farrell has been appointed agent at Webster station on the West Shore Railway.

Mr. George M. Crocker has been appointed auditor of the Detroit, Bay City & Alpena R. R., with headquarters at Detroit, Mich.

Mr. R. G. Stone has been appointed general freight agent of the Georgia Southern & Florida, with headquarters at Macon, Ga.

Mr. W. N. Price has been appointed traveling passenger agent of the Canadian Pacific for Illinois, Iowa, Wisconsin and Missouri.

Fred Wild, Jr., general freight agent of the Union Pacific, Denver & Gulf, has been appointed temporary general passenger agent.

Mr. N. A. Faulkner is acting agent at Plant City, Fla., S. F. & W. R'y, vice H. H. Dickey, temporarily relieved on account of ill health.

General Agent F. C. Helm has been appointed purchasing agent of the Toronto, Hamilton & Buffalo, with headquarters at Brantford, Ont.

Mr. E. W. Hiner has been appointed general agent of the Ohio Sou. R'y Co., with headquarters at Lima, Ohio, in charge of both freight and passenger traffic.

Mr. H. A. Johnson has been appointed assistant general freight agent of the Union Pacific, with headquarters at Denver, Col., in place of Mr. Fred Wild, Jr., resigned.

General Freight Agent I. M. Fleming, of the South Bound railroad, has been appointed division freight and passenger agent of the Florida Central & Peninsular, with headquarters in Savannah.

Mr. E. C. Sheldon has been appointed paymaster of the Lake Shore & Michigan Southern, with headquarters at Cleveland, O., in place of Mr. T. S. Lindsay, transferred to other duties.

Mr. H. F. McFarland, formerly the local freight agent of the Chesapeake, Ohio Southwestern railroad, has been promoted.



Night operating is a great deal like prison life; you work at night and sleep at day, and if you spend a few hours in recreation, the superintendent places a special watch over you for fear you will sleep on duty. The night that the cow kicked over the lamp at Chicago—this is correlative to the year of the high wind and measles epidemic—I was on my way to a little town forty miles out from Chicago. It may be annexed by this time—and we could “enamored read a newspaper” by the light of the illumination. I tramped over those still smoking ruins within a week after their destruction. I have tramped those streets within a few months past, and it must be admitted that terrible holocaust—ruinous to so many in its day—has been a blessing to the city.

Do you, “Old Guard of the Seventies,” remember the tramp operator? How he would turn up, fall into the best job on the line, shine for a few days with his brilliant execution, “copy a dozen words behind,” receive with one instrument and send with another, and then get boiling drunk and want to lick the whole office, including the superintendent—get fired out—forgiven and put into another important office only to repeat the other performance and strike out for other fields and pastures green with a goodly wad of our hard earned salaries. Those were flush days, never to return to railroading.

I remember at one time in those same seventies I was sent out on a wrecking train with a box relay under my arm to cut the wire and work at a wreck. A freight engine broke a flange on the forward truck wheel when going at a terrific rate down grade, the engineer and fireman jumped and “threw ‘er open so she wouldn’t explode.” “She” jumped the track and went into the woods several rods, run “her” nose into a hulloak, swung “her” tender wrong end to—her drivers plowed the earth and sank to the axle. The front car jumped the track and ran a little way, then dropped into a cattle guard, and the whole train doubled up and telescoped and mashed things generally—no one hurt—so I found it. The large gang of mechanics and laborers under the track foreman set to work to clear the track, and by the light of flaring torches, out in the woods, the work went on.

The division superintendent was one of fortune’s favorites, who cared more about the brands of liquor than he did about railroading, and the track foreman was a good mate to him, and they had their demijohn in my improvised office. The two worthies soon devoted all their overseeing to the demijohn, and after a few hours of boisterous song and loud

story telling went to sleep on some boards, but were aroused by the master mechanic and taken to a farmhouse to sleep off their debauch. There is *some* difference in railroading today, but there are some “cases” smuggled into private cars e’en now. There are restrictive rules printed for the employee relative to “entering a saloon” or “drinking when on duty,” and it is more dangerous to public safety for the employee to use intoxicants than for the official.

But we think there is far less drinking among railway men of all classes each year, and there is far more application to detail in all departments and strict economy of monies and time. There is no question that in times past there was wanton waste of both.

I was the cause of a wreck once and assure you I never desire to repeat the experience. While there were some palliating circumstances, I can readily see how a misstep causes much suffering. I was day operator and had been out on a sleigh ride and to a dance at a neighboring burg, and without a wink of sleep I went on duty to find that my night man had taken French leave and left the office in care of a student. I received orders to work the night trick. I objected, and stated my condition, but there was no chance to get another man, and the superintendent said I must do the best I could, and if absolutely necessary close the office. I was young and ambitious and attempted the sixty-hour wake.

About eleven o’clock I received holding orders for an east bound freight to meet two sections of a west bound freight at my station. I lit the red light and—as was the custom—hung it out. I must have slept or relied too much on the red signal. I knew when the train came in and stopped for wood and water, and was aroused by the train moving out. I rushed to the door—heard the conductor shout to our watchman something about orders—heard the watchman say “no orders,” saw the conductor swing on to the front end of the caboose, saw *no red light*, grabbed the watchman’s lantern and swung the train a signal to stop—then told the watchman to swing them up and I’d try and stop the other trains; ran to the key and called the first station east, but both sections had passed going west. There was a sharp curve just east of my station and the train went its way. We found the red light had burned itself out. I notified the train dispatcher and we awaited developments. It was an hour I will never forget—I forgot my

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drowsiness. In about an hour back came the east bound conductor on foot. They had come together, but no one was hurt. A load was lifted from my heart. I could stand dismissal or anything so long as I had not caused a fellow being suffering. In a few moments we saw the caboose lights—the west bound engine was not injured, and was pushing in the east bound train. The pilots of the engines were smashed and some twenty odd bumpers broken—nothing more.

To show the peculiar combination of circumstances. Previous to this time an order had been issued that all holding orders must be addressed to the operator and watchmen (or operator and agent.) The despatchers thought it useless and had abandoned it of their own accord. Had our watchman had the order all would have been well. Then, again, engineers had received an order to screen their headlights when waiting on a siding. The west bound engineer was a new man; had he been an old one he would have known he could not have seen the headlight on our siding around a sharp curve; but the engineers had abandoned the screening of headlights, and while both trains saw each other for a long distance, each supposed the other on a siding (there was a siding east of us a few miles where there was no office,) and so they came together.

Had I been the regular night man whose duty was to keep the red light full and trimmed, I would not have taken it for granted that it was all right and set it out without a thought, there being little or no oil in it.

Whenever I read of an accident now I wonder if there is a combination of circumstances all culminating at one time. I was called to the superintendent's office, with all interested, for the investigation. I told my story—all others were exhonored, after a lecture to engineers and despatchers. I was "laid off" for a week, but have never forgotten the hour I passed in dread uncertainty of "what would happen,"—"how is it going to end?" The trainmen who stood about me when all was known and saw me handle the key and take the messages, said I had nerve, but they didn't know how I felt "inside." I don't want any one to experience the "sensation."

More anon,

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### Financiering.

**E**XTRACT from the annual report of the Massachusetts Railroad Commission:

"The Connecticut River road was leased January 1, 1893, for the term of 99 years to the Boston & Maine. The lease in this case guarantees the payment by the lessee of 10 per cent. annual dividends to the stockholders of the lessor company. This rate is not without precedent in leases made some years ago. In the light of more recent railroad and financial experience, it is an extreme, not to say an excessive dividend rate to guarantee on the stock of any railroad company for a century to come. If justifiable in any case, it could be only where the leased road was possessed of an extraordinary earning capacity or an extraordinary surplus—one, if not both. On the day of the execution of the lease in question, by evident prearrangement of the parties, a dividend of 50 per cent., amounting to \$1,290,000, was made to the Connecticut River stockholders. The dividend was paid by issuing to the stockholders 10-year 4 per cent. scrip bonds—thereby creating a funded debt against the company equal to one-half of its whole capital stock. It goes without the saying that an issue of bonds to pay a stockholders' dividend is contrary to good practice and to sound principles of corporate financiering.

"The Boston & Maine is bound by the express terms of the lease to pay the interest on those dividend bonds. The bonds are to be redeemed at their maturity in whole or in part by the issue of other bonds or securities; on which, and on any other further extensions or renewals of which, the lessee company is also bound to pay the interest; so that, adding to the guaranteed annual interest of 10 per cent. the interest on the dividend bonds and future re-issues of the same, the lessee is virtually bound to pay to the stockholders of the lessor 12 per cent. per annum during the term of the lease.

"The Connecticut River stockholders had been receiving for many years regular and liberal cash dividends on their shares, ranging for the last thirty years between 8 and 10 per cent. yearly. The rates of the company for fare and freight have always been relatively, not to say excessively, high as compared with those of other Massachusetts companies. If its rates had been as low per mile as the average for the Massachusetts roads, the income of the company from all sources, after paying the annual expenses and charges, would have fallen much short in any recent year of yield-



ing any dividend whatever for stockholders. Even with its high scale of rates, the actual net income of the company, as returned for several years preceding the lease, was not large enough to pay more than two-thirds of the annual fixed charges under the lease for dividends and bonded dividend interest, the payment of which is guaranteed by the lessee.

"The surplus of the company prior to the issue of the dividend bonds was the accumulation of overpayments by the public in excess of the cost of transportation and in excess of the ample returns which the stockholders had received from year to year on their invested capital. This surplus clearly belonged to or was held in trust for, the public rather than the stockholders of the company. The immediate effect of the creation of the bonded debt of \$1,290,000 in payment of the 50 per cent. dividend was to change the surplus of the company—\$1,000,000 in round numbers—into a deficit of about \$250,000, and thus to cause a serious impairment of the capital stock. In this despoiled condition, stripped of its entire surplus, and with one-tenth of its capital wiped out, the road passed, a costly trophy, into the hands of the lessee.

"The division of more than a third part of the entire net assets of the lessor company among its stockholders on the eve of the lease, was a gross perversion of the trusts on which its franchises and property were held, and would have been a gross fraud upon the lessee if done without the full knowledge and consent of the latter. The assumption by the lessee company of an obligation to pay a perpetual dividend rental equivalent to 12 per cent. on the entire capital stock of the lessor, in the then denuded condition of the latter company—a burden which could be carried, if at all, only by shifting it upon the public by the exaction of excessive charges for transportation—was wholly unjustifiable both from a business standpoint and as against public policy. Taken as a whole, and regarded in any light, it is safe to say that no more unconscionable transaction has occurred in the railroad history of the state."

There are studies in financiering which the searchlight of law, backed by public sentiment, is throwing into the darker recesses of railway management or manipulation.

A worthy contemporary of ours, not long since, maintained that the general public were not affected by "stock operations," but where one side wins someone must lose. How a corporation can make a long lease of a plant that through many years has not made over 10 per cent., and many years less, besides assuming

an additional liability of 2 per cent.; looks like a "job" both on the part of the director who turn over a property under such conditions and those who accept the proposition. There are a few "by plays," "tricks of financiering," which a large majority of the people do not understand, and by which they are taken advantage of—and it is astonishing how many people are taken in by confidence games that have been fully explained and dilated on in every newspaper in the land—of course this latter does not allude to financiering, except as a lowly illustration of one of the higher attributes of existence. Its very rude to call a man a robber who through suave persuasiveness induces you to part with your hundreds or thousands in some "investment" which he knows will divest you of every dollar. We lionize such a "financier." In our vocabulary a robber is one who, at the point of a gun, demands the few dollars you may have on your person, and we hunt him down with blood hounds, as he deserves; but what does the other "financier" deserve who robs thousands of people, and in one moment turns many a bright mind to despair, many a happy home into a house of want and privation, and place burdens upon whole communities which shall cloud and oppress for generations to come. And the "financier" raises his voice against the law. The law may be unjust in its crudity, but law proves its inherent strength and weakness, and is better than chaos, or the free lance, or the freebooter; and a few sycophants who receive personal benefits from the "crumbs from the master's table" also raise weak voices today in the cry, "down with the law," but tomorrow they would join the popular majority.

But the great army of advance, the "old regulars" whose advance nothing can retard—united Public sentiment—is slow to act, but when it is aroused, everything must give way before it, and the individual might as well attempt to *drive* back the waves of the ocean. I believe that

"On such a full sea are we now afloat,"

I believe the great, good-natured, careless public are arousing to the fact that something wrong has been going on, and some measures must be taken to correct that wrong. Attempts have been made, but they were not fully effective. Robbers were still hiding in dark places in the mountains and—not alone offering you gold dollars for fifty cents and persuading you to invest, but actually taking possession of your gold dollars and selling it to another party for fifty cents—and then pocket the fifty cents, and further argue with you that it is a perfectly legitimate transaction.

GRAY.



## Our New England Letter.

(From our Regular Correspondent.)

NEVER have our railroads felt the effects of dull times as much as at present. Men have been discharged by the wholesale, wages have been sliced in some directions, and a general retrenchment has been the rule. The end is not yet, but we are beginning to see some hopeful signs, and I shall hope next month to chronicle a decided improvement all along the line.

With the prevailing tendency toward consolidation of railroads in the country, there is also a leaning toward uniformity in the system of station accounts. While with our larger roads there are many little differences of detail, the underlying principles of the various systems are very near alike. While some of the railroad mossbacks are wont to complain of modern "red tape," the progressive railroader of today realizes that the so called "red tape" is simply the adaptation of practical business principles. It is almost appalling to think of the lack of system in railroad accounts, particularly as regards station accounts of twenty years ago. There was but little check upon an agent, and the leak had to be a very large one to be quickly detected by the officials. Mind I do not say that these "leaks" of a score or more years ago were due, even in a majority of cases, to the dishonesty of the agent, but the location of the "leak" was concealed by the lack of any systematic check upon the accounts of the station. Cash books were often looked upon as a luxury, and even in these modern days there are a few agents who make the cash book of secondary importance; some look upon it as a mere transcript of cash collections, handy for reference perhaps, but a book that could be modified if not dispensed with. But our best agents today are those who make the cash book the cornerstone upon which the whole structure rests. Every individual account at a station should be proved by the cash book, and if it is done correctly and thoroughly there will be nothing left unexplained on the balance sheets. In old times a balance on the month's balance sheet which could not be definitely located, was got rid of by the omnibus entry "Cash on hand," but by modern perfected systems such an entry should only be made when the entry means *actually* the excess of the total debits of the cash book over the total credits. The "red tape" idea is all nonsense; it is not "red tape," it is system.

## NOTES IN PASSING.

There is an epidemic of station burglaries this month.

The daily conundrum: What is to become of the New York & New England?

The new Union depot at Concord Junction, Mass., was opened to the public January 10th. It is a handsome structure, and its interior finish is particularly pleasing.

Agent Abner Alden, of the N. Y., N. H. & H. R. R., at Dedham, Mass., has completed fifty years of railroad service.

William J. Harrod has been appointed traveling auditor of the Fitchburg railroad. Mr. Harrod was formerly agent for the Boston & Maine R. R. at Barre, Mass., and afterward with the Fitchburg railroad at Cambridge and in the superintendent's office. He is an able man, and will no doubt fill the place in a satisfactory manner.

F. H. Brown, formerly B. & M. R. R. agent at Coldbrook, Mass., has been appointed agent of the Fitchburg railroad at Waverley, Mass.

The annual meeting of the New England Railroad Agents' Association is to be held at the United States Hotel, Boston, January 20th. E. A. Gordon, of the Massachusetts and New Hampshire Car Service Association, is to be present, and will address the meeting.

Edward M. Surette, of Concord, Mass., has been appointed agent of the Fitchburg railroad at the Cambridge, Mass., freight station.

Thomas G. Dorrance, who has been agent at Anthony, R. I., for twenty-seven years, died very suddenly, January 5th. He was sixty-seven years of age and a prominent Odd Fellow and Mason.

An attempt to rob the Boston & Albany depot at Rochdale, Mass., Dec. 29th, was prevented by two young men who happened to be passing at the time.

John A. Fenno has been appointed superintendent of the Boston, Revere Beach & Lynn railroad, vice E. A. Hammond, resigned. Henry L. Hoyt takes Mr. Fenno's place as general ticket agent.

The annual meeting of the Association of Railroad and Steamboat Agents of Boston was held, January 6th, at the Tremont House, Boston, and the following officers elected: President, Thomas H. Hanley; vice-presidents, Jas. Richie, P. H. Faber, Willard Massey, E. W. Boyd and G. W. Simpson.

The Boston & Maine railroad station at Hudson was broken into, January 13, and a



number of tickets stolen. The thief was arrested a few days later.

Andrew Henry, the oldest engineer on the Fitchburg railroad, died, January 11th, aged 72 years. He was appointed an engineer in 1846, and was in continuous service for forty-five years. G. A. R.

### The Queen City Railroad Clerks' Association.

[Cincinnati, Ohio.]

THIS organization is composed of clerks in every branch of the service. It was the outcome of a meeting held at the Grand Hotel on Monday evening, June 29, 1891, when a temporary executive committee was appointed to draft a constitution and by-laws for the government of the new association. At the next meeting, held July 2, '91, at the old Y. M. C. A. Hall, southeast corner Sixth and Elm, the constitution and by-laws prepared were read and adopted, and the above name chosen for the new organization. The association was a success from the start, and met with the approval of the railway officials (many of whom are honorary members) and the public in general.

The objects of the association are to promote the welfare of railroad clerks in all practicable ways: By assisting them to obtain employment; by encouraging them to qualify themselves for promotion; by thought and discussion on practical questions; fidelity to the interests of their employers, and integrity in all their business relations; by endeavoring to win for the clerical position a higher degree of respect from all, and especially to merit the good will of the officials; by extending their acquaintance beyond local limits, laying the foundation for a broader knowledge of railroad affairs an interchange of ideas and methods, kindly fraternal relations and larger personal influence. They hope, also, to create a fund out of which benefits are to be paid to sick and unemployed members who are in good standing.

Its present officers are: H. C. Marks, president; O. B. Johnson, vice-president; J. B. Fielders, treasurer; Geo. E. Heisel, corresponding and recording secretary; C. M. Blersch, financial secretary.

Executive Committee.—E. J. Jones, Wm. Winkelman, Jerome Murphy, B. S. Jeleff, E. M. Dowd.

Finance Committee.—A. Nembach, Jr., J. S. Eaton, J. McKeown.

Trustees.—R. M. Adamson, Geo. E. Heisel, Walter Eckman.

Relief Committee.—T. Williamson, with Claim Dep't C., N. O. & T. P. R'y; H. F. Jones; Jas. Boland, Jr., with Local Freight Dep't C., C. & St. L.; A. Nembach, Jr., with Accounting Dep't B. & O. S. W.

Headquarters: Lancet Hall, No. 203 W. Seventh street. Hall open every Thursday night. Second and fourth Thursdays reserved for business; remaining nights at the disposal of the Executive Committee for social purposes.

They have established an official organ, *The Railway Clerk*, a very credible sheet, of which Vol. 1, No. 1 is at hand. THE STATION AGENT wishes the association and its organ success.

### More Thought Needed.

A CORRESPONDENT of the *Railway Review* says:

DEAR SIR: Noting your editorial in issue of Dec. 30, anent "The tendency of the human mind to run in grooves," and the examples seen in traffic methods that answered their purpose in years gone by, and that have been retained, not because they were suited to the present conditions, but because those in charge of traffic departments have not and do not take the time necessary to systematically modernize their methods with a view of economy in time and labor and the maximum result; and your suggestion that an addition be made to the staff of each department of a person whose business it shall be to study the present forms for simplification of the present handling and rehandling of the same materials to obtain a simple fact, is a good one. I have seen this exemplified in one or two instances and with great benefit, and have no doubt but were the subject carefully considered by our traffic managers your idea would be largely adopted. P. 47.

Indianapolis, Jan. 4, 1894.

Steal a chicken, says a contemporary, and you are a thief; steal \$1,000 from your employer, and you are an embezzler; steal \$3,000 from the government, and you are a defaulter; rob your competitor on the stock exchange of \$10,000, and you are a financier; rob him of \$100,000 to \$500,000, and you are a Napoleon of finance; wreck a railroad and gather it in, and you are a "magnate"; wreck a great railroad system, and you are a "railroad king"; conduct a "negotiation" by which a strong nation plunders a weak nation of thousands upon thousands of square miles of territory and makes the weak nation pay millions of money indemnity for the wrong it has suffered, and you are a diplomat. Yes, "the times are out of joint."—*Railway Review*.



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### A Remarkable Cure After Thirty Years Suffering.

DENMARK, O., Jan. 15, 1892.

Some thirty years ago I was thrown from a  
 horse, my feet being caught in the stirrups and  
 I fell upon the pommel of the saddle, receiving  
 an injury which nearly cost my life. For  
 years I suffered without permanent relief.  
 My physicians could do nothing to restore the  
 life to my generative system. All life or  
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In the fall of 1891, having heard so much of  
 Dr. Webb's Improved Electric Body Batteries  
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No money could repay me for the benefit it  
 has been to me. Two years ago I had the grip  
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 Electric Belt has entirely cured me of this and  
 it is a common thing for my neighbors to say,  
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faction, comfort and pleasure, something for the great tomorrow.

Why do we not question the inequalities of the heavenly spheres and their influences the one upon the other? Question you may, and with as much effect, they still roll on unmindful of your existence. Man in the universe of being is as the floating particle of dust in the sunshine, and yet in perception and conception reaching out into boundless space, scarcely knowing why or how he exists or develops, he questions more the outward than the inward. It is the resultant fixed effect that is understood and criticised more than the minute and intricate cause, the result more than the pliant act. The human race is combined individual activity,—each individual differing so much from his fellow,—the spectroscope of history, philosophy and mathematics shows its primitive influence to be so intricate, trivial and seeming unimportant as to be indefinable.

The germ of every living thing upon this earth passes through unknown stages of development ere it reaches a point where human resources can see or comprehend even its existence.

Now, with all our limitations, with all our present attainments, with the precision of exact sciences—conscious of how little and how much we actually know, can we assume or aspire to change existing facts or influence the future except through that minituea of the present, the indiscernible atom from which all things have and must develop, the one particle which we do sense and control the most, ourselves.

What matters it to us if our fellow is a millionaire? he can purchase only so much contentment, so much enjoyment. How and what our development for today and the future may be is our immediate concern.

To fill our place in the great plan of the universe, to float in the sunshine like the moth—to guide our lives by what we sense of all the best of all the past, developing ourselves outwardly to appreciate more and more. The wrong will surely die, the truth will live. The wrong concerns us only as a beacon light to warn us from the shoals; the right is ours to strengthen and delight.

And so out from the depth of the inner resources of reason—blind at best—we reach this conclusion: Wealth is a benefit to us as individuals if it is rightly employed, but a burden and a curse to those who misapply it, whether in its possession or in envy of its possessor. All that wealth can buy is ours if we possess contentment.

The powers that rule the universe distribute all its resources justly and equitably; our questioning and complaining gives little satisfaction even in the solution of the problem.

A certain learned judge was discoursing on popular forceful opinion and said, "Why, if people want to believe this or that and find satisfaction therein, let them believe it. If I was the manager of the universe I would —"; he hesitated, when his friends interposed the query, "Well, judge, what would you do?" The judge quickly responded, "Well, I must acknowledge I'm seeking no additional responsibility."

M. GRAY.

### Railway Failures.

WE are pleased to give our readers opinions of leading railway officials and students of the railway problem, upon the present condition. There is much food for reflection therein. We believe a conference of officials occasionally—leaving their tomahawks and knives at home—and discuss the law, and unite on a line of action to maintain, correct, or even combat its provisions.

If successful financiering is the result of undue advantage of the few over the many—and past methods of large subsidies, lavish construction expenditures, expensive lobbies, enormous salaries—and now the law has placed burdens upon properties which they cannot carry in the present—all of these facts and figures should be placed upon the "black-board" and the problem solved, and solved by those who are students—graduates—in the art.

Newspaper men and journalists are good gleaners and all-around questioners, and they fire their great guns and small guns, but they are too often a little short in their range and a little cross-eyed in their aim. And herein is the mission of these publications, to act as agitators and disseminators of opinion.

The newspapers, voicing the public, criticise the railways and their officials; the railway journals combat these newspaper comments; both palliate or overlook the errors and weaknesses of their clientage. The mills of the Gods grind slowly, but they are grinding continually, and there is a wonderful improvement in the mechanism as well as the "output."

In conversation with a railroad official, a few days since, he spoke of the precision of accounts, and said that when the percentages of



revenues were figured in smallest fractions, monies for expenditures could not be appropriated and expended as lavishly as in the past. Those initiated know that many expenses, and favors which approximate monies, which are dispensed by managers of large railway corporations in a large measure affect the percentage of surplus earnings; and stockholders—owners—are not the recipients.

There are many "causes" for railway failures outside "over construction" and "oppressive legislation," and directors and managers know what they are. However, here are the letters referred to, let them speak:

"I think two important factors in bringing about the present condition of affairs are the great mass of detail railroad legislation and the position of labor as now organized, each forgetting the non-debatable proposition that the power to control involves the obligation to protect. . . . I count the interstate commerce law, as the law is, one of the most disastrous in its effects on all railroad property, without general benefit anywhere. It started on the vicious principle that parties interested and having a knowledge of railroad property could not be trusted, and that consequently it must be entirely controlled by inexperienced theorists and with the sentiment that railroad knowledge could and would only be used to embarrass and not to help the public."—H. H. Porter.

"I am in favor of the repeal of the anti-pooling clause of the act to regulate commerce, for the reason that in my opinion it unwisely and unjustly restricts railway management. I am in favor of such statutes as may be necessary to enforce promptly all common law obligations and restrictions. I also favor federal and state commissions with power similar to those which have been for many years conferred upon the Massachusetts commission. Judged by results, that commission has been the most useful railroad commission in the country."—T. B. Blackstone.

"Another cause which operates to the general detriment of the railroad business is the interstate commerce law. It is altogether harmful. Railroads are not permitted to conduct their business on the lines necessary to render it profitable. They cannot legally make a rate to suit an emergency. By the time due publication has been given of an intention to change rates the condition prompting the desired change may have ceased to exist. Competing lines too are kept scrambling for traffic which a business arrangement between them would obviate. The public would have just as good service and rates would be no higher.

Expense could be reduced by sending one train through the same territory with the tonnage that now must go by two. If I were making an estimate of the benefit that would result to the roads if allowed to handle their business as they should do it I would fix it at 10 per cent. This would include both increased earnings and reduction of expenditures. The earning would come about through the maintenance of the rate, and the reduction by not having two trains to perform one train's service. The only relief I can see except better times, is the amendment or repeal of the objectionable features of the interstate law."—R. R. Cable.

"It is to be hoped that out of the present stress there may come a reaction in public sentiment in favor of fair, not to say liberal, treatment of the railroad. We are now held down by federal and state commissions, which make exactions with which the railways must comply and which are in many cases inconsistent with and opposed to good common sense and business policy. While doing this no protection is afforded to the interests of the railroad companies—new lines are permitted to parallel the old ones until competition is carried to the point of bankruptcy. In the west people have yet to understand that if they seek by legislation to control the revenues of the railways they must also protect them, or put up with poorer and less safe service."—Stuyvesant Fish.

"In my opinion the interstate commerce law has been a great detriment to the railroads. Before we had that law they were able to adjust differences through a money pool. That being denied them, rate wars were inevitable. The law has not been as beneficial as its authors anticipated. I have heard the constitutionality of the law questioned, and have been told that the point of constitutionality may ultimately be tested, but on this question I do not care to express an opinion."—George M. Pullman.

"The anti-pooling clause, with one or two others, in the interstate law should in my judgment be repealed. Admittedly proven a dead letter, it has been positively injurious to railroads, shippers, and the public at large. The old and rapidly dissolving idea put forward previous to the adoption of that law that pooling only resulted in combinations which could by no means exist for other purposes than advancing rates beyond what was fair and reasonable, was never, except in isolated cases, proven true. What is required is steadiness in rates, and anything that conduces to this



end is a positive benefit to the earnings of a railroad, to the merchant and the public, and no way has ever to my knowledge been found so effective in the accomplishment of this result and which the law assumes to require as an agreement to divide tonnage or revenue, the contracts so to do to be filed with the commission, and give them the power in case of any complaint to enter into any investigation which their judgment may determine upon, and if the complaint is determined to have been a just one, provide such a way for the speedy annulment of such contract as may be deemed best."—E. St. John.

"Another cause operating generally to the detriment of railroads is the anti-pooling clause in the interstate commerce law. There is only one way in this country to maintain rates, and that is by a pool. I do not mean to raise rates, but simply maintain them, and this is a good policy for the public. It is bound to insure better service and more satisfactory business arrangements."—J. T. Harahan.

"The interstate law forbids pooling, the very thing by which roads in competition could be made to pay by a division of tonnage and a reduction of expenditures. But the law insists that if two railroads are running parallel through the same territory they must keep on running whether the business is profitable or not, and whether there is traffic enough to much more than fairly support one line. As a result each strives for the small amount of business. They must have something to do, and get it regardless of the law by secretly cutting rates. Now if they were allowed to pool and enter a business arrangement the traffic could be equally divided and carried at fair rates. I do not mean by this charging extortionate rates, because it is foolish to think with the number of railroads in the same or adjacent territory there can ever be any combination formed to oppress the public."—J. W. Midgley.

#### California.

The well known California excursions of A. Phillips & Co., beginning March 1st, will change their route from the Canadian lines to the Fitchburg, West Shore and Nickel Plate roads, leaving Boston, as in years past, every Tuesday. These excursions combine comfort and economy in the greatest degree, and have always been personally conducted and given entire satisfaction. For full particulars and general information about California, address agents of the Nickel Plate road or A. Phillips & Co., No 446 Broadway, Albany, N. Y.

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#### The Finest Afloat.

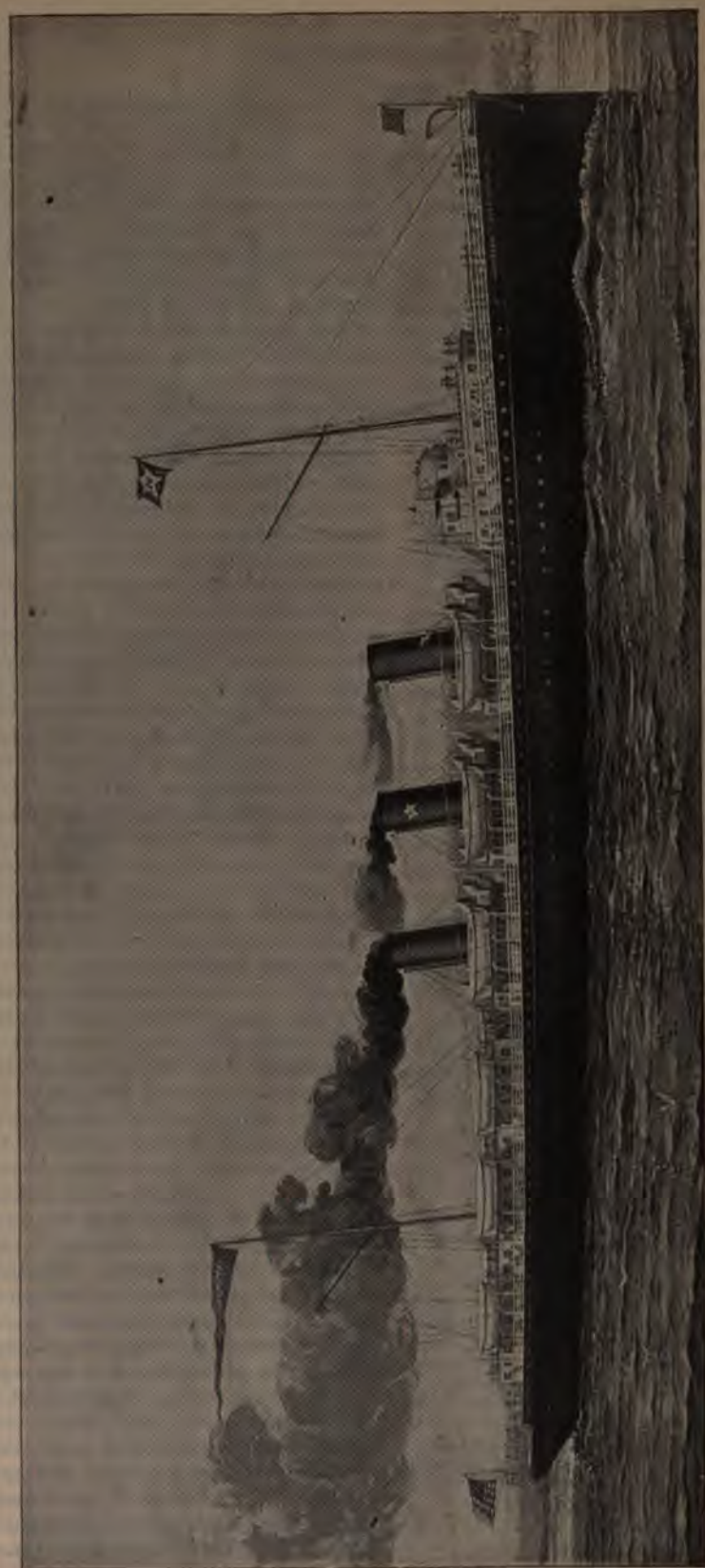
##### NEW ERA IN LAKE TRAVEL.

EARLY in the season of 1894 two magnificent steamships will go into a line of the Great Northern Railway connecting Buffalo with Duluth and furnishing an important link in a great trans-continental route between New York and Puget Sound.

These are the North West and the North Land of the Northern Steamship Company's line, the largest, finest, fastest and only exclusively passenger vessels on the Great Lakes. The North West, pictured in THE STATION AGENT this issue, was launched from the shipyards of the Globe Iron Works Company at Cleveland, O., on Saturday, January 6, in the presence of 15,000 or 20,000 spectators. The launching was under the immediate supervision of Mr. John F. Pankhurst, vice president and general manager of the Globe Company, and Mr. A. U. Sheldon, the naval architect. The ceremony of christening the ship was performed by Mrs. Fred P. Gordon of Buffalo, who, at the signal, produced a beautifully decorated bottle of wine and dashed it against the bow of the big ship, exclaiming at the same time, "I christen thee North West!" A moment later Miss Gertrude Hanna, daughter of President Hanna of the Globe Iron Works Company, pressed an electric button, and the ship slid down the runway into the lake slip without hitch or mishap. Experienced men declared it to be the most successful launching they had ever witnessed.

Shipbuilders and shipowners on the lakes have taken a keen interest in the construction of the North West. She is modeled on new lines, distinct from the ordinary freight and passenger boat models, and there is much curiosity concerning her equipment. The Great Northern Railway Company has put \$1,200,000 into the two steamships, and these are said to be but the forerunners of others which will give a daily steamship service, in connection with the mail routes, between the Pacific and Atlantic oceans. The new ships are expected to run twenty to twenty-five miles an hour in the upper lakes and to make the trip from Buffalo to Duluth in sixty hours, or within three or four hours of the time made by the railroad trains. It is claimed that no lake vessel was ever constructed with half the care that is being bestowed upon the North West and the North Land, and they are expected to be unrivalled in speed and equipment. The officers of the Northern Steamship Company are devout believers in the new line. They believe that the people are ready





The Steamer North West, of the Northern Steamship Co's Line, Launched at Cleveland, January 8th.



for it, and the preparations that are now being made to popularize lake travel are on such a splendid scale that the project can hardly be otherwise than successful.

The North West is a specimen of the highest type of lake shipbuilding. Not a point in the modern marine architecture of the world, which has been accepted as a surety of speed, has been omitted. Speed has been given the preference over carrying capacity at every point. These lake greyhounds will not carry a pound of freight. They are built for passengers only, and with ample and palatial accommodations for 450 cabin passengers and comfortable lower-deck quarters for immigrants or those who want to travel cheaply, will carry a much more precious cargo than any other ship on the great lakes. The North West is 386 feet long over all, and is forty-four feet wide. Its depth is thirty-four feet five inches. In power it is not only without an equal on the lakes, but it is more than double its nearest competitor. Its two quadruple expansion engines are expected to develop 7,500 horse-power, and there are twenty-eight Belleville boilers placed back to back over the keel in the center of the ship. The bunkers will store 1,000 tons of coal, of which 400 tons will be required for each round trip from Buffalo to Duluth and back; and it will require twenty-four firemen to keep the furnaces supplied. The quadruple expansion engines have shown that they are the most economical and powerful ever constructed. Technically speaking, the sizes of the cylinders are twenty-five inches diameter for high pressure, thirty-six inches for first intermediate, five one-inches for second intermediate, and seventy-four inches for the low pressure cylinder with twenty-four inch stroke. There are two propeller wheels thirteen feet in diameter, and they will make 125 revolutions per minute.

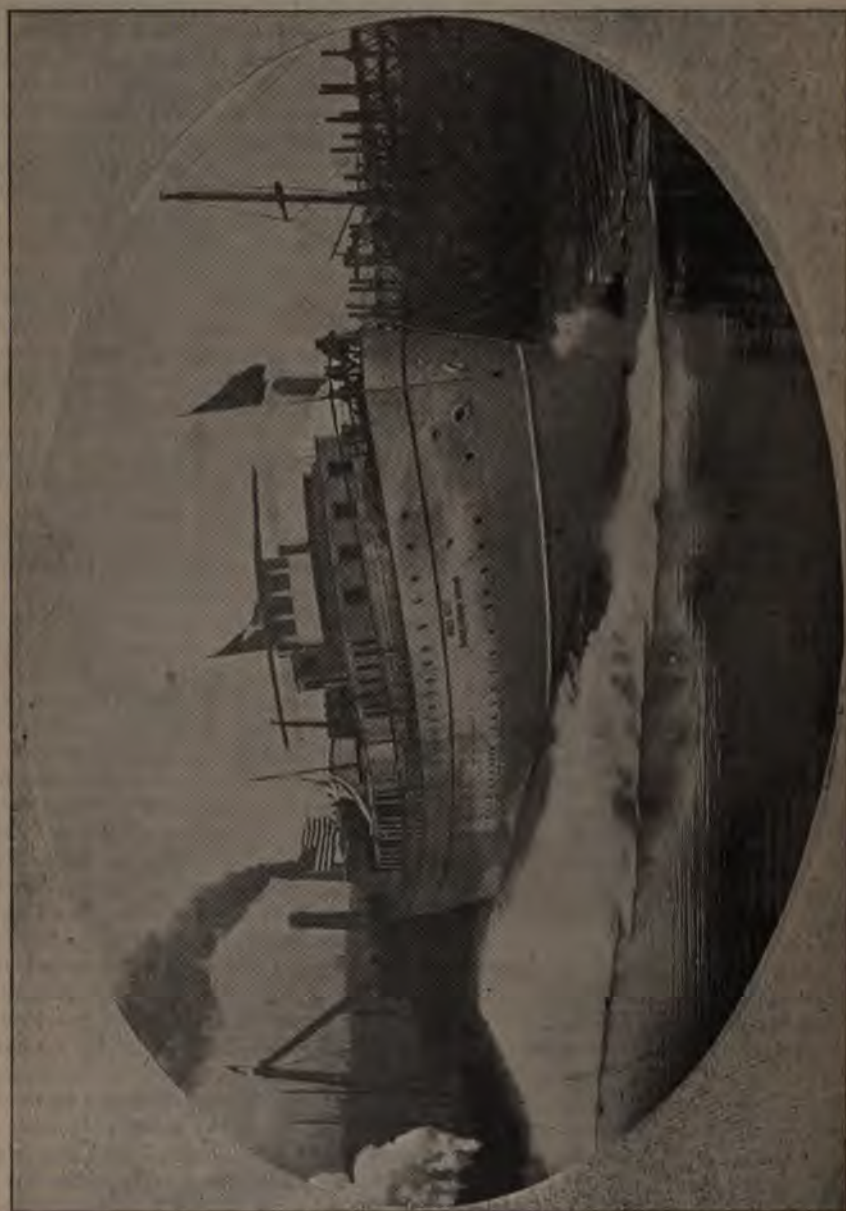
The new ship represents another innovation on the lakes—the water-tube boiler. This style of boiler has been used on steam yachts, but has never been used for large lake craft. In a French line of steamships the Belleville boiler, with which the North West is equipped, proved highly satisfactory and that fact led to its adoption by the Northern Steamship Company. They cannot explode and they can carry 500 pounds of pressure to the square inch without leaking. If they do one-half as well as it is claimed they will, it will not be long before Belleville boilers will be introduced into all the big lake boats.

The North West will be the longest boat by nearly sixty feet that has ever sailed out of Cleveland harbor. She is a combination of all

the good points of the modern lake steamer and the trans-atlantic steamships, and will require a crew of 143 people. The ship is steel clad and, as the pictures show, is graceful in her lines. She has two hollow steel spars, and three immense funnels nine feet in diameter. Standing on the stocks the ship had the height of a three-story house. The hull has been specially strengthened and sub-divided by means of transverse and longitudinal sections into numerous watertight compartments. Several of these bulkheads extend to the spar deck without any doors or openings cut through. The aim has been to make these the strongest and safest conveyances on the lakes.

The builders have spared neither pains nor expense in the furnishings, and when the North West is finished and ready for her first load of human freight, she will be quite as beautiful and luxurious as modern first-class travel demands. The spar deck is lined by double rows of handsomely furnished state-rooms. The time-honored white pine woodwork is superceded by rich Cuban mahogany spirited carvings, antique brasswork and finishings that are not excelled by the most sumptuously decorated parlor cars. The furniture, woodwork, metalwork, glassware, sideboards, upholstery, carpets, etc., have all been made from, or according to, special designs, and the effect will be harmonious and elegant. With the exception of the room necessary fore and aft for working the ship, the whole of the spar deck is devoted to the accommodation of first-class passengers. The rooms are well lighted and ventilated, and a large number of them are arranged en suite by the medium of sliding doors. Some are extra large, and are provided with private baths and furnished in a superior manner with brass bedsteads and corresponding furniture. Toilet rooms, general bath rooms, barber shop and lavatories are also on this deck. The hurricane or promenade deck carries large deck houses, beautifully finished in white mahogany and provided with every conceivable convenience for the comfort of the passenger. A handsome smoking room at the fore end commands a view forward and on both sides of the vessel. Another deck house has been fitted up aft for a length of 115 feet. This house has also exceptionally large state rooms, and has its own interesting features. With the exception of the cabins at the sides, the house is entirely open from end to end, a very large and handsome ladies' cabin and music saloon occupying the fore end, with a handsome double staircase leading to the spar deck. The after end is fitted up as a reading room, and is so constructed as to com-





The Launch of the North West at Cleveland, Jan. 6th.